

e.7

**NINETEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA**



For the Period
Beginning January 1, 1951
and
Ending December 31, 1952

F625.7s
R7

NINETEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA



For the Period
Beginning January 1, 1951
and
Ending December 31, 1952



The John E. Mathews (Arlington) Bridge on the Jacksonville Expressway. This \$12,000,000 high level, fixed span bridge was financed by Jacksonville Expressway Revenue Bonds. It is 7,375 feet long and the channel span has a horizontal clearance of 810 feet. The deck rises to a height of 160 feet, and the superstructure to 262 feet. A four foot median strip separates two 24 foot roadways.

OFFICERS:

RICHARD H. SIMPSON
CHAIRMAN

SAM P. TURNBULL
STATE HIGHWAY ENGINEER

RALPH M. HARTSFIELD
SECRETARY

STEPHEN C. O'CONNELL
ATTORNEY



MEMBERS:

W. HOWARD FRANKLAND
TAMPA, FLA.

EARL P. POWERS
GAINESVILLE, FLA.

RICHARD H. SIMPSON
MONTICELLO, FLA.

THOMAS B. MANUEL
FT. LAUDERDALE, FLA.

J. SAXTON LLOYD
DAYTONA BEACH, FLA.

STATE ROAD DEPARTMENT OF FLORIDA

TALLAHASSEE

March 1, 1953

Honorable Dan McCarty
Governor of Florida
Tallahassee, Florida

Dear Governor McCarty:

In compliance with the statutes, it is my pleasure to submit herewith the Nineteenth Biennial Report covering the operations of the State Road Department during the calendar years 1951 and 1952.

Operations during this period on which the report is submitted were under the directions of the previous Road Board. Construction and maintenance activities during 1951 and 1952 were on a scale greater than ever experienced in the State. Expenditures for these operations totaled \$119,476,970.28 for construction and \$20,652,539.92 for maintenance. Included in the total for construction were expenditures of \$24,949,634.20 from revenue bond proceeds issued for the Jacksonville Expressway, the Lower Tampa Bay Bridge, New Smyrna Bridge and the Ormond Beach Bridge. It may be said, in fact, that the significant features of the operations for this biennium were the extent of planning or construction of special projects involving bond financing and the extent of support to secondary roads. In relation to the proportion of traffic facilitated on the State Primary System as against that on the Secondary System, it can but be concluded that the Secondary System is much better supported than are our arterial roads.

As of the end of this period the Primary State Maintained System embraced 9,694 miles and secondary roads being maintained by the Department out of secondary funds totaled 1,572 miles.

During this biennium considerable attention was given to the possibility of a toll road, originally conceived to serve the East Coast cities from Jacksonville to Miami but expanded during the period of study and planning to embrace a Cross-State leg from the vicinity of Daytona Beach to the Tampa Bay area near Clearwater. The Department obtained a study by a nationally known consulting engineering firm on the entire Highway System in the State, which embraced consid-

eration of a proposed toll road, and later a second Feasibility Report of the toll road and a preliminary engineering study. Consideration of these proposals is pending.

There has already been submitted to you a copy of the Department's Budget for 1953 which sets up a work program of \$68,609,366 for construction, of which it is estimated \$50,590,824 will be expended in 1953, and \$8,575,329 for maintenance. We are faced with shortage of funds due to carry-over commitments of the previous Board. It is felt that we have good prospects of fulfilling the work program set out in the Budget as we have instituted economy and control measures which are expected to result in getting on a current financial basis by the middle of the year, and material restrictions imposed by the Federal Government are easing.

Cordially yours,

RICHARD H. SIMPSON
Chairman

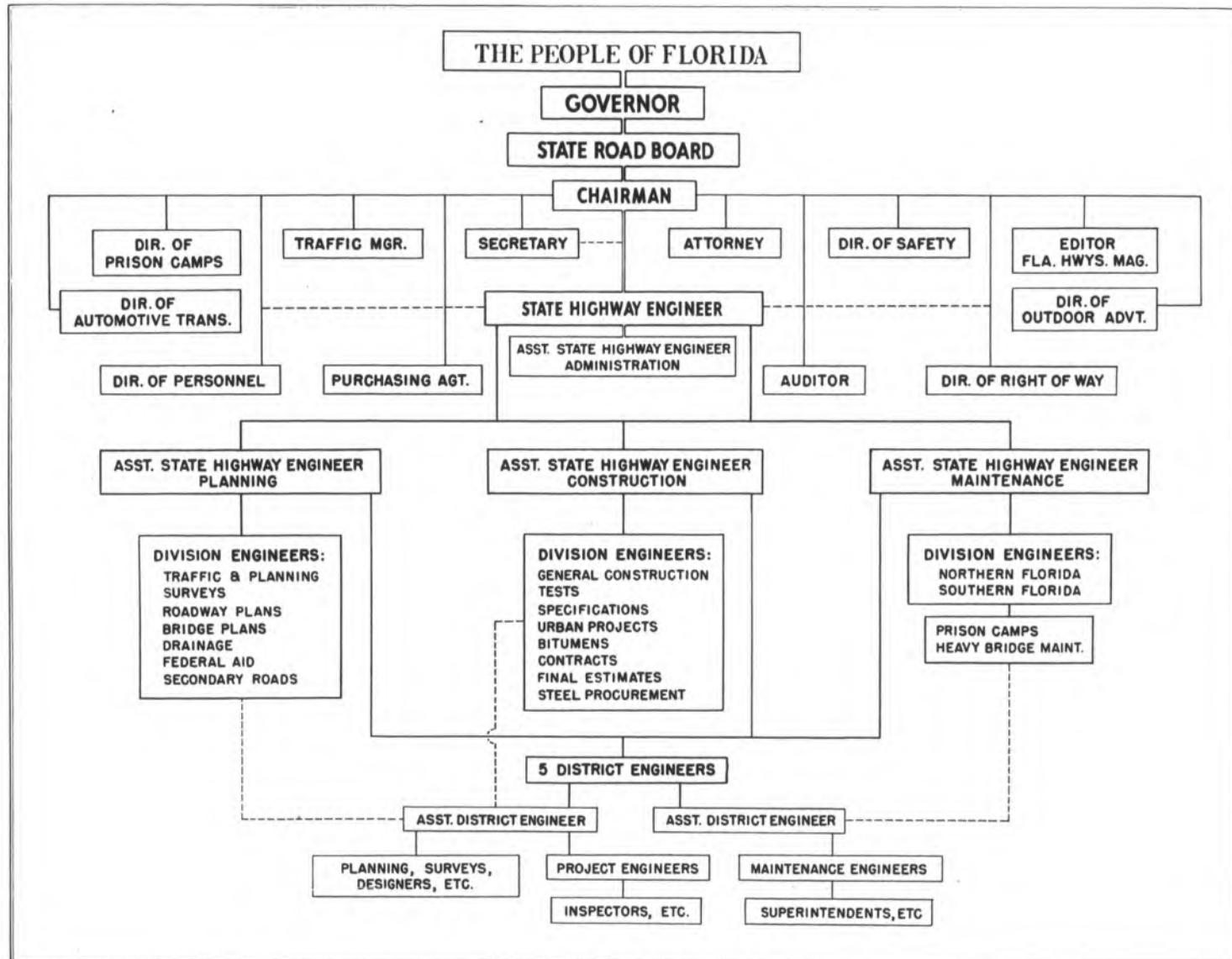
ORGANIZATION

The State Road Department was created in 1915 by an Act of Legislature and organized in accordance therewith in October. The five members of the Department are appointed by the Governor, one from each Congressional District as defined and limited on June 9, 1937. The terms of office of the members begin and run concurrently with the regular terms of office of the successive Governors of the State. The Board is required by law to meet quarterly at the State Capital to conduct the affairs of the Department. At the first quarterly meeting of the year the Board elects one of its members as Chairman, and he is the Chief Executive Officer and is on duty at all times with official residence in Tallahassee. The Department operates with earmarked tax funds subject to annual budgets adopted after hearing and advertisement. The Board also selects a Secretary, a State Highway Engineer, a General Auditor, an Attorney and employs such other engineering and clerical help as required. The organization chart on the next page shows lines of authority and responsibility set up for carrying out the duties, and the personnel list on page 5 shows the officers, engineers and employees directing and supervising the functions of the Department.

To carry on the work more efficiently, administrative offices have been set up in each of the Five Districts from which the Board Members are selected, with a District Engineer and staff in charge. For carrying out maintenance operations each District is divided into 3 to 4 maintenance areas with area headquarters at which are located an office, shop and warehouse.

The schedule below lists the counties comprising the five Districts and 17 Maintenance Areas and the headquarters of each.

DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Bartow	Lake City	Chipley	Ft. Lauderdale	DeLand
<i>Bartow</i>	<i>Lake City</i>	<i>DeFuniak Springs</i>	<i>Ft. Lauderdale</i>	<i>DeLand</i>
Highlands	Baker	Escambia	Broward	Marion
Polk	Columbia	Holmes	Palm Beach	Volusia
	Dixie	Okaloosa		
<i>Tampa</i>	Hamilton	Santa Rosa	<i>South Miami</i>	<i>St. Augustine</i>
Hernando	Lafayette	Walton	Collier	Flagler
Hillsborough	Madison		Dade	Putnam
Pasco	Suwannee	<i>Panama City</i>	Monroe	St. Johns
Pinellas	Taylor	Bay		
		Calhoun	<i>Ft. Pierce</i>	<i>Leesburg</i>
<i>Arcadia</i>	<i>Baldwin</i>	Gulf	Indian River	Citrus
DeSoto	Bradford	Jackson	Martin	Lake
Hardee	Clay	Washington	Okeechobee	Sumter
Manatee	Duval		St. Lucie	
Sarasota	Nassau	<i>Tallahassee</i>		<i>Cocoa</i>
		Franklin		Brevard
<i>Ft. Myers</i>	<i>Gainesville</i>	Gadsden		Orange
Charlotte	Alachua	Jefferson		Osceola
Glades	Gilchrist	Leon		Seminole
Hendry	Levy	Liberty		
Lee	Union	Wakulla		



1952
ORGANIZATION CHART
STATE ROAD DEPARTMENT OF FLORIDA
TALLAHASSEE, FLA.

STATE ROAD DEPARTMENT OF FLORIDA

RICHARD H. SIMPSON, *Chairman*

Member District 3 (Monticello), Tallahassee

W. HOWARD FRANKLAND, *Member*
District 1, Tampa

THOMAS B. MANUEL, *Member*
District 4, Fort Lauderdale

EARL P. POWERS, *Member*
District 2, Gainesville

J. SAXTON LLOYD, *Member*
District 5, Daytona Beach

RALPH M. HARTSFIELD, *Secretary*

STEPHEN C. O'CONNELL (Ft. Lauderdale)
Attorney

DAVID V. KERNS
Resident Attorney

W. A. WILLIAMS, *Auditor*

ENGINEERING DIVISION

SAM P. TURNBULL, <i>State Highway Engineer</i>	Tallahassee
H. H. McCALLUM, <i>Asst. St. Hwy. Engr. (Operations)</i>	Tallahassee
H. W. OVERSTREET, <i>Asst. St. Hwy. Engr. (Adm. & Planning)</i>	Tallahassee

DEPARTMENTAL ENGINEERS

R. C. BANNERMAN, <i>Maintenance</i>	Tallahassee
HORTON BUCHAN, <i>Secondary Roads</i>	Tallahassee
M. A. CONNER, <i>Traffic & Planning</i>	Tallahassee
W. E. DEAN, <i>Bridges</i>	Tallahassee
CHARLES HOPKINS, <i>Federal Aid</i>	Tallahassee
V. F. JOHNSON, <i>Final Estimates</i>	Tallahassee
C. H. REGISTER, <i>Plans</i>	Tallahassee
SCOTT REYNOLDS, <i>Surveys</i>	Tallahassee
A. V. SHELTON, <i>Specifications</i>	Tallahassee
W. A. SWEAT, <i>Urban Projects</i>	Jacksonville
J. B. WADSWORTH, <i>Contracts</i>	Tallahassee
J. M. WATSON, <i>Construction</i>	Tallahassee
H. C. WEATHERS, <i>Tests</i>	Gainesville
A. L. WEST, <i>Drainage</i>	Tallahassee
M. N. YANCEY, <i>Rights of Way</i>	Tallahassee

DISTRICT ENGINEERS

First District

H. E. LEWIS, <i>District Engineer</i>	Bartow
R. T. GUPTON, <i>Asst. Dist. Engr. (Construction)</i>	Bartow
L. O. HESTER, <i>Asst. Dist. Engr. (Maintenance)</i>	Bartow

Second District

J. A. BREWER, <i>District Engineer</i>	Lake City
W. C. DRENNING, <i>Asst. Dist. Engr. (Construction)</i>	Lake City
ROLFE MICKLER, <i>Asst. Dist. Engr. (Maintenance)</i>	Lake City

Third District

G. L. DICKENSON, <i>District Engineer</i>	Chipley
CHARLES DUNN, <i>Asst. Dist. Engr. (Construction)</i>	Chipley
J. P. HERNDON, <i>Asst. Dist. Engr. (Maintenance)</i>	Chipley

Fourth District

WINSTON CARLTON, <i>District Engineer</i>	Ft. Lauderdale
J. R. SWAIN, <i>Asst. Dist. Engr. (Construction)</i>	Ft. Lauderdale
KIRBY S. STORTER, <i>Asst. Dist. Engr. (Maintenance)</i>	Ft. Lauderdale

Fifth District

RICHEY GREEN, <i>District Engineer</i>	DeLand
C. A. BENEDICT, <i>Asst. Dist. Engr. (Construction)</i>	DeLand
T. C. LUSTER, <i>Asst. Dist. Engr. (Maintenance)</i>	DeLand

HIGHLIGHTS IN GROWTH OF STATE ROAD SYSTEM AND EXPANSION OF STATE ROAD DEPARTMENT OPERATIONS

1915 — State Road Department Created by Statute. The State Road Department was organized to assist the then existing 52 counties which were responsible for improving and maintaining roads, by supplying maps and information on best road building techniques and material; financed by 15% of the automobile registration fees, then collected by the counties.

The Road Department consisted of five members appointed by the Governor, one each from the four Congressional Districts and one from the State at large, with terms of the first appointees ranging from one to four years, and those of their successors being four years, so that experienced members would be on the Board at all times.

1916 — First Systematic Federal Aid for Roads. Congress passed Bankhead Act allocating Federal funds to states on basis of area, population and post road mileage for aid in building post (rural mail) roads, with requirement that such funds be matched by the state and that the state have a State Road Agency of adequate authority and responsibility.

Important conditions attached to the Federal Aid were (1) that Federal payments not exceed \$10,000 a mile, (2) could not be used inside municipal limits, and (3) that the improved road be maintained by the state.

The state had no matching funds or authority to build roads so its 1916 allocation of \$55,976.27 under the Bankhead Act was reassigned to the counties, \$32,000 going to Okaloosa, Columbia, Baker and Nassau counties for improvement of the main east-west route (the Spanish Trail), and the balance to Columbia and Alachua for use on the main north-south (Dixie) highway.

1917 — State Road Department Made Roadbuilding Agency. To take advantage of the Federal Bankhead Act the State Legislature (1) re-created the State Road Department with authority to establish a system of state and state-aid roads and to engage in road construction, (2) provided for a $\frac{1}{2}$ mill ad valorem levy to raise matching funds and (3) provided for a maintenance fund of 15% of the motor vehicle license fees. A separate act authorized Road Department to use up to 300 able bodied state convicts in constructing or maintaining roads.

The State Road Department followed the Fed-

eral Government's lead of building only rural roads. This was sound wisdom at the time as city streets were comparatively much more nearly adequate for the growing automobile travel.

The Department also established policy of requiring the counties to furnish right of way for state roads.

1918 — State Road System Established, Construction Begun. Construction funds began to accrue in January, reaching a total of \$475,000 for the year, but the Department had no equipment and wartime economy made roadbuilding material scarce or unavailable, labor in such short supply that women (called Victory Girls) were used in road maintenance and contractors, who were busily engaged in war work, heedless of invitation to bid on road contracts. Nevertheless, the Department designated a State System of trunkline roads embracing 1,112 miles, assigning each road an identifying number, completed surveys, plans, specifications and estimates for 804 miles of road and 12 bridges and initiated construction (mostly of sand-clay or local rock) on 17 projects totaling 137 miles.

Motor Vehicle Registration Reached 46,000 and Gasoline Consumption 21 Million Gallons.

1919-20 — State Road System Expanded — Construction Tempo Increased. The State Road System was increased to 3,744 miles. The building program gained momentum as income increased and the War Department made surplus automotive equipment available to states following end of World War I. State gasoline inspection tax allocated to roads. Per-mile limit on Federal payments increased from \$10,000 to \$20,000.

1921 — First State Gasoline Gallonage Tax Imposed; 1¢ a Gallon. The Legislators probably little realized they had struck the vein of a veritable bonanza in state taxing sources. This easily collected tax gradually changed the conception that the financial responsibility for highways should be borne by the general taxes to the belief that the highway user should pay the bill.

Federal Aid System Established. Congress passed act authorizing establishment of a Federal Aid System of highways consisting of 7% of the rural road mileage in each state, to be selected by the

state officials subject to approval of U. S. Secretary of Agriculture, upon which system all Federal funds were to be expended. This entitled Florida to 1,928 miles. Federal road allocations continued on basis of area, population, and post road mileage, subject to matching by the state. Per-mile limit of Federal payments increased.

Population of Florida Passed One Million, Motor Vehicle Registration reached 98,000 and Gasoline Consumption 52 Million Gallons.

1923 — First Preferential System of State Roads Set Up by Legislature. The Legislature established a First Preferential System of State Roads embracing 3,908 miles, most of which had already been designated as State Roads by the Department, to be improved before other roads in the state. The legislature reserved to itself the right of all future state road designations.

Gasoline Tax Increased to 3¢ a Gallon. Proceeds of 2¢ a gallon were allocated to the State Road Department and 1¢ was divided equally between the counties.

Approval Received on Federal Aid System of 1,833 Miles. Out of 1,928 permissible miles recommended by Florida Department the U. S. Secretary of Agriculture finally approved 1,833 miles which became the original Federal Aid Primary System in the state.

1924 — Demand for Improved Roads Urgent as Florida Boom Grows. The State Road Department was not able to build hard surface roads at the pace demanded by the expanding development of the state out of the current revenue (though it had grown to \$4.5 million in 1923 and reached \$6.7 million in 1924) and was prohibited from bonding for road funds.

Counties Bond to Obtain Road Funds. To supply the critically needed all-weather roads at the pace demanded by the expanding boom the counties voted road bonds in increasing numbers and amounts. Total for the boom period was something like \$175,000,000 and the debt bore high interest. Some of the proceeds were turned over to the Department but most were used by the counties themselves building roads, many miles of which were poorly aligned, weak and too narrow, because the urgent need was for quantity and not quality.

Federal Receipts Reach \$1,000,000 for First Time.
1925 — Second Preferential System of State Roads

Established. This brought the aggregate length of the system to 5,950 miles. This Designated System formed a reservoir from which the Department selected the most important roads for improvement as funds permitted, and for maintenance. When so selected they became the property of the state and formed what is known as the State Maintained System.

By the end of 1925 the Department had constructed 1,158 miles of road and 44,798 feet of bridges at a cost of \$26,468,000 and had 1,270 miles under maintenance.

Gas Tax Increased to 4¢ a Gallon; 3¢ for Road Department.

1926 — Real Estate Boom Over. Contractors turned to highway work. Roads under state maintenance increased to 2,200 miles. Motor vehicle registration hits record of 448,000 and gasoline consumption 286 million gallons.

1927 — Highway Construction by Department Reaches Peak. Construction expenditures reached \$20,611,000, almost double that for any previous year.

The legislature added 2,574 miles to the State Designated System, bring total to 8,524 miles, of which 2,795 were under Department maintenance.

First Diversion of Highway User Tax. An emergency tax of 1¢ a gallon on gasoline was imposed for two years and distributed two-thirds to public schools and one-third to institutions of higher learning. This tax has been re-imposed every biennium since and continues to be diverted to non-highway purposes.

Ad valorem Tax Support Withdrawn from State Road Department.

Gasoline Inspection Tax Withdrawn from Road Department.

1929 — Gas Tax For Road Department Reduced to 2¢ a Gallon. Following collapse of boom real property values became so depressed that road bond payments could not be met. To aid the counties with this oppressive burden the legislature appropriated 2¢ of gas tax to the counties for road debt payment, taking 1¢ away from the Road Department. (One cent of the gas tax distributed to counties in proportion collected held legal, but distribution of 2nd cent in proportion to road debt held unconstitutional.)

State Board of Administration Created to Administer County Road Debt Retirement.

County road and bridge debts at the time totaled \$161,000,000 in principal and \$135,000,000 in interest to maturity.

Legislature Sets Up a Third Preferential System State Roads. The Maintained System had grown to 3,254 miles.

1931 – Gasoline Tax Increased for Road Department and County Road Debt Retirement. The Road Department was allocated First Gas Tax of 3¢ and a Second Gas Tax of 3¢ was distributed to the counties on basis of area, population and contribution to State Roads, under legal justification of reimbursing counties for roads they had built which had previously been designated State Roads. Audit made to establish county credit for repayment showed total of \$107,688,461.99 due.

Motor Vehicle License Fees Diverted from Road Department to Schools. These license fees, used to support State Roads since 1918, had come to average about \$3 million a year.

State Designated System increased to 10,411 miles of which 5,091 were maintained.

Congress Appropriates Emergency Funds for Roads. To aid in economic recovery of nation, Federal funds were appropriated for roads, and for the first time these funds permitted to be used inside municipal limits. These emergency allocations continued throughout depression.

1933 – Kanner Bill Authorized Use of 2nd Gas Tax to Buy Depreciated County Road Bonds.

Many special acts and population laws passed permitting diversion of Second Gas Tax to alien purposes.

1934 – Congress Passed (Hayden - Cartwright) Act Prohibiting Diversion. Highway user tax diversion increased at such alarming rate during depression that Congress passed a law declaring it "unfair and unjust to tax motorists for other than highway purposes" and provided a penalty of up to one-third of any state's share of Federal Aid for violation of act.

1936 – Congress Appropriates Earmarked Funds for Secondary Roads.

Federal Allocations made for Eliminating Railroad Grade Crossings, Not Required to be Matched by State Funds.

State Highway Planning Surveys Established. These agencies under cooperative control of Public Roads Administration and State Road Depart-

ments were organized and are used to assemble economic, fiscal, traffic and physical inventory data relating to roads, and to use such information as a basis of sound planning for future highway development.

1937 – Governor's appointees to State Road Department are Selected One from Each Congressional District Which Now Numbered Five instead of One from the State At Large.

1938 – Federal Highway Act of 1938 Authorizes Use of Funds for Roadside Development.

1939 – Attempt Made to Increase County Road Credits. County road credits set up by the 1931 audit were becoming exhausted while road bonds were far from being retired. The legislature passed bills allowing the counties credit for roads they had built which had been designated as state roads since 1931, and for interest on road building funds. These bills were vetoed by the Governor.

1941 – Constitutional Amendment Pledging 2¢ Gas Tax to County Road Debt Retirement Proposed. Legislature first passed bills adding \$349,000,000 to county credits to insure continued participation in gas tax distribution, then enacted administration's proposal of Constitutional Amendment pledging 2¢ gas tax proceeds to the counties for retirement of old debts for a period of 50 years, with surplus over debt requirement to be spent for roads in county where funds accrued; 80% by Road Department for construction of State Roads and 20% by counties for construction or maintenance of roads.

As a basis for establishing county credits, thousands of roads were designated as State Roads by the legislature, the total so designated in session being 18,304 miles.

First Gas Tax for Road Department Increased to 4¢ Conditioned on Ratification of Gas Tax Amendment.

Road Department Made Responsible for Improvement, Construction and Maintenance of Municipal Connecting Links, Adding 309 Miles of Arterial Streets to the Maintained System.

Terms of Road Department Members Made Concurrent With That of Governor. For several past quadrennial changes in administration the new governors had made a practice of installing a completely new Board, ignoring the legal provisions for staggered terms which would insure hold-over members. This legislature made the custom legal.

Department publishes pamphlet calling attention to importance and growth of State Maintained System and citing failure of a large part of the county roads built in the boom and taken over by the Department.

Survey Reveals Need of \$125,000,000 of Improvements to Renovate State Maintained System.

Vehicle Miles of Travel in Florida Reaches 5,000,000,000.

President's Inter-regional Highway Committee Recommends 40,000 Mile System of Inter-regional Highways; Calls Attention to Need of Relief on Congested Urban Highways.

Congress Passed 1941 Defense Act Appropriating Money for Strategic Network and Military Access Roads.

War declared.

1942-45 - World War II Slows Highway Program. Gasoline and tires were rationed, automobile production suspended and highway improvements limited to those contributing to war effort.

Traffic volume declined but heavy military and commercial traffic increased, causing further damage to already deteriorated State Maintained System.

Gas Tax Amendment (Section 16, Article IX) Ratified by Voters. This amendment pledging 2¢ of the gas tax to county road debt retirement for 50 years and recreating the State Board of Administration as a Constitutional State Agency with full authority over county road bonds, to a great extent relieved the counties of the burdensome road debt. In spite of declining gasoline consumption (which reached 30% below 1941 level) only a few counties had to levy ad valorem tax to supplement the gas tax receipts in order to meet debt requirements.

Revenue Used to Acquire Toll Bridges and Roads. Though Road Department revenue declined, restrictions on road building resulted in surplus revenue. This was used to acquire toll bridges and roads. With the Federal Government aiding because of their contribution to the war effort, Gandy Bridge and Davis Causeway between Tampa and the Pinellas peninsula were acquired and freed from tolls. Escambia County acquired and freed the Pensacola Bay Bridge, utilizing surplus gas tax funds pledged by the new Constitutional Amendment.

All County and City owned bridges which connected State Maintained Routes and on which bonds were outstanding were acquired by the state on lease-purchase agreements whose consideration covered debt retirement needs.

The Overseas Highway to Key West was completed under program to improve strategic network and military access roads.

In 1944 Congress Passed the Postwar Highway Act. This act appropriated the unprecedented amount of \$500,000,000 a year for the first three postwar years. It approved the Interstate System of 40,000 miles recommended by the Inter-regional Highway Committee. Two other precedent shattering provisions of the act were that (1) part of the allocation was earmarked for urban highway improvement and (2) the funds could be used to pay up to one-third of the cost of right-of-way acquisition.

Under this act, Florida was entitled to \$7,004,000 of Federal Aid each year for the first three postwar years, earmarked for use as follows: \$1,600,000 for urban highway development, \$2,168,000 for Federal Aid Secondary roads and \$3,236,000 for use on the Federal Aid Primary System, including Interstate Routes which total 1,140 miles in the state.

War was terminated in August and Federal post-war allocation under 1944 Act became available shortly thereafter.

Gasoline rationing and other restrictions on highway travel ended.

1946 - Department Re-tools for Major Improvement Program. Though Department finances were ample the Department was not able to swing into a full fledged construction program.

The increase in highway travel and gasoline consumption was phenomenal in consideration of the 3-year suspension in manufacture of automobiles and automobile supplies. Department income from state sources increased proportionately, as it derived from the gas tax. Gasoline consumption reached an all time high of 522 million gallons and Department income topped \$25 million.

It took time to convert money into road improvements. The Department had operated during the war with a skeleton force of technicians, so preparation of plans and specifications were in arrears. Material (especially steel) and equipment continued in short supply. Nevertheless, construction expenditures totaled \$13,770,000, reflecting an increase of more than \$4,000,000 over the previ-

ous year, and work under contract by the year's end augured well for the future program.

Year ended with \$23 million balance in road funds.

Tampa Metropolitan Area Survey completed.

1947 — Postwar Improvement Program Hit Full Swing. Department expenditures for construction and maintenance reached an all-time high. Total for construction was \$33,139,000 and for maintenance \$5,440,000. Income reached a peak of over \$31,000,000 but total expenditures exceeded \$41,000,000, which caused a reduction of almost 50% in the reserve fund. Commitments for work under way at end of year totaled \$23,791,000.

Motor Vehicle Registration reached 703,000, Gasoline Consumption 590 million gallons and Vehicle-miles of Travel approximately 8.4 billion.

During this period the 67 counties spent approximately \$3,000,000 for construction and \$6,800,000 for maintenance, and the cities' expenditures were practically equal to that of the counties. On road debt the counties (using mostly Second Gas Tax proceeds) paid \$8,700,000 and the cities \$6,600,000.

The Department initiated a program of Wayside Park Development.

New State Road Department Building Started.

The Department completed 305 jobs, some of which were begun in previous years, improving 1,112 miles of road and 9,200 feet of bridges at a contract or estimated cost of \$21,336,000.

Improvement Commission empowered to issue County Road Bonds pledging 80% Surplus Gas Tax. Any state road in the county is eligible for improvement with such funds but the Department had to guarantee completion of the project within the estimate it provides and maintenance of the facility after completion until the bonds are retired.

1948 — Improvement Program Continues at Rapid Pace.

Construction expenditures for year total \$33,345,000. Maintenance costs were again high, totaling \$8,353,000 for the year. Commitments for work under way at end of year were \$15,767,000.

The Department completed 174 construction jobs at an estimated cost of \$21,751,000 improving 748 miles of road and 14,000 feet of bridges.

Highway travel, gasoline consumption and Department income continued to increase. Vehicle-miles of travel reached nine billion, motor vehicle

registration climbed to 779,000, and gasoline consumption 638 million gallons. Since a gasoline gallonage tax was first imposed in 1921, more than one-half billion dollars have been collected. Only 282 million have been allocated to the Road Department.

Though Department income broke previous records by exceeding \$35 million, all reserve funds were exhausted and the year ended with no funds on hand except restricted 80% county surplus funds.

In the 1947-48 Biennium more than one-fourth of the Department maintained mileage was improved.

Department moved into new home which the Cabinet named the Spessard Holland Building.

The Improvement Commission County Road Bond Program continued to expand. By the end of the year surplus was accruing to 47 counties, making them eligible to participate. Resolutions indicating desire to do so had been filed by 23 counties, while 17 counties had bonds aggregating \$11,237,000 approved and \$7,851,000 of bonds for 12 counties had been issued. The State Maintained System had grown to 8,950 miles.

1949 — The Legislature reversed longtime trend of highway user tax diversion by appropriating for roads on a continuing basis the 7th Cent gas tax. Proceeds are first distributed among counties by the same formula used in dividing the constitutional 2 Cent gas tax (area, population and contribution to State Roads). Each county's share is then allocated 80% to the Department for right of way, construction, maintenance or debt payment on roads in the county as may be requested by the county officials, and 20% to the county for road use.

The Department enabled an expansion of the Secondary Road Program by permitting the county to have direction over the expenditures of the 80% surplus constitutional 2¢ gas tax, and the Federal Secondary road funds, after the latter were distributed among the counties on a fixed formula basis.

1950 — The Secondary Road Program became effective, with 145 projects involving 732 miles of road and an expenditure of \$11.6 million being initiated. Jacksonville Expressway started, with the sale October 26, of \$28,000,000 of Revenue Bonds, with an average interest rate of 2.6187% pledging tolls on two new bridges across the St. Johns River, and Duval County surplus gas tax.

Road construction and road use reached a new high, with \$51 million of construction projects under way at the end of the year, and over 10 billion vehicle miles of travel during 1950.

1951 — Road construction cost increase and restrictions on strategic material imposed because of Korean conflict.

Highway use and improvement greatly expanded. Department expenditures were: \$44,127,930.34 for primary road construction, \$14,489,821.15 for secondary road construction and \$9,944,151.97 for all maintenance. State motor vehicle registration increased to 1,225,594.

Lower Tampa Bay Bridge bonds in amount of \$21,250,000 bearing interest at 3.75% and supported by tolls only were sold in September. Legislature enacts law allowing gasoline dealers to deduct 2% of tax on first 500,000 gallons and 1% on next million gallons from gallonage tax remittances.

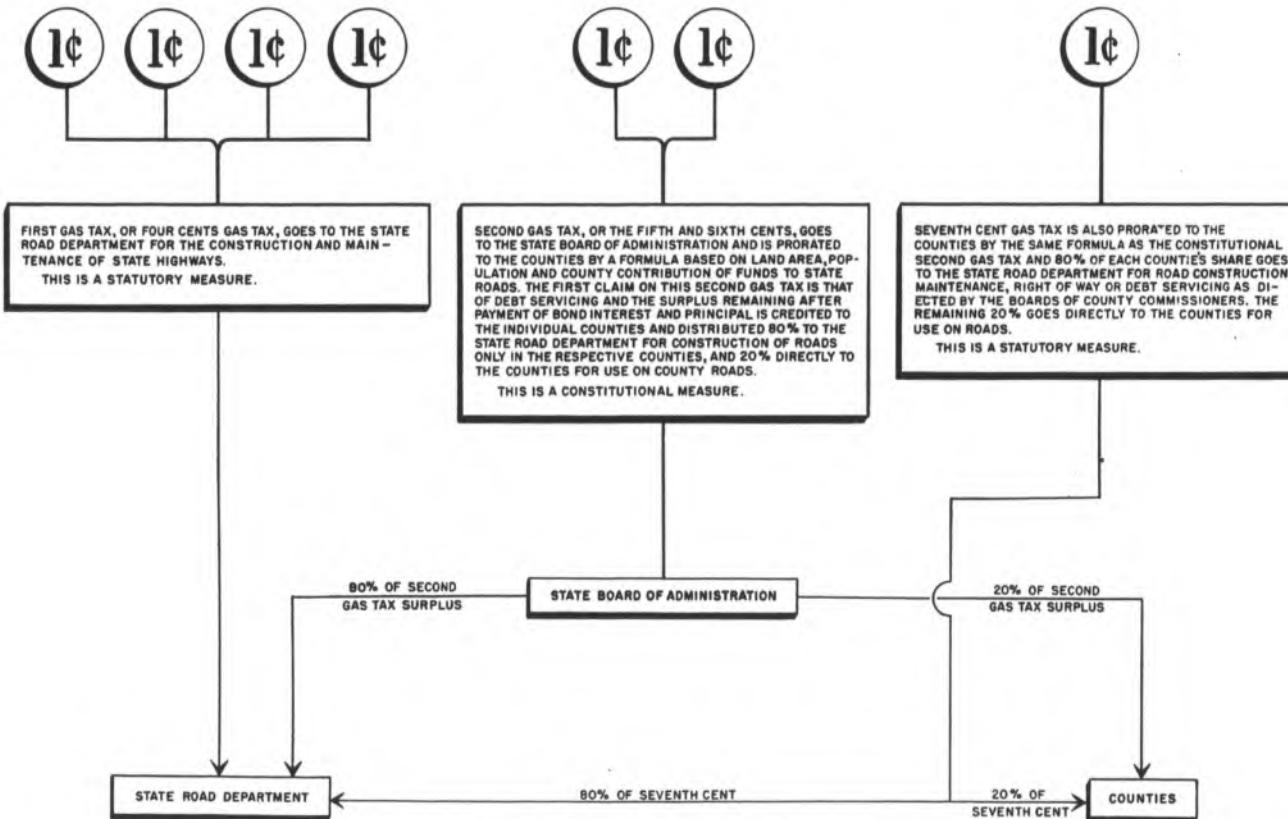
1952 — Road use and expenditures continue at high level. Calculated vehicle miles of travel in

the State were 12.2 billion. Expenditures for roads and streets were \$71,567,606.74 by the State, \$12,260,000 by the counties and an estimated \$16,700,000 by the municipalities.

The Department completed the Greater Miami area traffic survey and submitted a preliminary report to the local authorities.

Proposal made by the State Improvement Commission that the Department investigate feasibility of East Coast toll road from Miami to Jacksonville. Report of Parsons, Brinckerhoff, Hall & Macdonald, dated July, supported East Coast toll road with connection across State from vicinity of Daytona Beach to Clearwater. A second feasibility study was made by Coverdale & Colpitts and the report in December supported the East Coast route but raised doubts as to the cross-state connection. In December, also, Parsons, Brinckerhoff, Hall & Macdonald reported on a preliminary engineering survey of the proposed toll road, and the outgoing Board recommended that the toll road project be undertaken by its successors.

DISTRIBUTION OF FLORIDA'S 7 CENT TAX ON MOTOR FUELS





Lower Tampa Bay Bridge.

REVIEW OF THE STATE HIGHWAY ENGINEER

ORGANIZATION

Under Chapter 341.10, Florida Statutes, legal authority is given the State Road Department to establish an engineering organization as follows — "The State Road Department shall employ, subject to removal by said Department, a competent person who shall be known as the State Highway Engineer, who shall be a competent and efficient engineer and well versed in the building of good roads. Said Department may also employ such assistant engineers and such clerical help and purchase such instruments, supplies and materials as shall be necessary to carry out the provisions of this Chapter."

The basic engineering organization as of December 31, 1952, consisted of the State Highway Engineer and the following personnel:

Assistant State Hwy. Engineers	4
District Engineers	5
Engineers (Classified)	29
Assistant Engineers (Classified)	56
Project Engineers	83
Maintenance Engineers	17
Assistant Project Engineers	66
Chiefs of Party	20
Designers	36
Draftsmen	75

Supplementary personnel consisted of inspectors, instrumentmen, rodmen, foremen, laborers, and necessary clerical and stenographic forces.

The work of the engineering organization as far as administration and operation are concerned is divided between the central office in Tallahassee and five district field offices in Bartow, Lake City, Chipley, Ft. Lauderdale, and DeLand, with additional offices in Gainesville and Jacksonville. The central office in Tallahassee assumes the major part of the administrative work; the five district offices are operational headquarters, while the Gainesville office administers testing operations, and the Jacksonville office acts as the central office for operations in connection with the Jacksonville Expressway System.

PLANNING

We have found it exceedingly difficult to obtain qualified engineers and technical assistants to carry on adequate planning. College graduates do not find jobs and salary scales offered in highway work attractive. Therefore, we have a need for this type of personnel to meet the demands of our planning.

Notwithstanding the shortage of this type of personnel, we have managed to keep our planning on a current basis, enabling us to make constructive improvements within the limits of funds available. However, our long range planning has suffered due to a shortage of qualified personnel.

Some assistance on planning has been obtained from private engineering firms, notably on projects financed by bond issues, requiring the approval of disinterested engineers on plans and fiscal sufficiency before bonds can be successfully marketed. Among these projects are some phases of the Jacksonville Expressway System; the Lower Tampa Bay Bridge; and proposed projects in Manatee, Sarasota, Broward and Martin Counties.

A special project in planning was undertaken and completed during this biennium. This project consisted of an overall study of Florida highway needs by a nationally known engineering firm in order to obtain an unbiased viewpoint.

A further project in the nature of planning consisted of a preliminary study of the feasibility of a turnpike between Jacksonville and Miami with a spur to the Tampa Bay area. This report, together with the report on Florida's highway needs, has contributed valuable information of a planning nature to the Department. Both of these reports are under study by the Department at the present time.

Traffic studies on the maintained system have been continued and broadened. These studies indicate an increasing need for improvement beyond the scope of our revenue. A sufficiency rating system for the maintained system has been initiated which is proving to be a valuable reference for quickly spotting the relative need for improvements based on traffic use.

RIGHTS OF WAY

One of the most serious problems confronting the engineer is obtaining rights of way, including necessary agreements with cities, railroads and utility companies which operate on the State right of way. Part of this problem stems from the fact that narrow rights of way were occupied when the vast improvement of roads began in the early nineteen twenties. Fringe development along these narrow rights of way has increased the value of adjoining property. This fact, coupled with the general increase of property values in Florida, has made right of way acquisitions a slow and costly procedure. Some utility companies are becoming more reluc-



Section 7302—Road 11, Flagler County. Showing new Flagler Beach Bridge.

tant to move their lines without the State bearing the expense. Condemnation proceedings are becoming necessary to a large extent in order to obtain lands necessary for widening and otherwise improving our primary routes.

With a view toward increasing the efficiency of this activity a reorganization and decentralization program for rights of way acquisition has been put into effect since the end of the biennium.

CONSTRUCTION

Elsewhere in this report in tabular form is shown a list of projects completed and projects placed underway during this biennium. Expenditures for construction totaled \$90,868,000, for primary roads and \$28,609,000, for secondary roads.

Primary road construction reached an all time peak during the past biennium principally due to increases in gasoline tax revenue and to the initiation of projects financed by bond issues. In the latter category are the Arlington and Gilmore Street bridges and approaches in Jacksonville; the Lower Tampa Bay Bridge; Halifax River Bridge at Ormond and the New Smyrna Beach bridge and causeway.

Major primary projects financed from gasoline tax funds include 7 miles of limited access highway on State Road 9 in Dade County and a 4 mile section in Broward County; major rehabilitation of Road 55 in Pasco, Citrus, Hernando and Dixie Counties and new construction of Road 55 in Pinellas County; major reconstruction of Road 90 (Tamiami Trail) in Collier County, reconstruction of sections of highway and bridges on Road 105 in Duval County; major improvements to Road 80 in Lee and Hendry Counties; a new bridge over the Alafia River on Road 45 in Hillsborough County; major improvements to Road 5 in Broward, Palm Beach, Martin, Indian River, and Volusia Counties; widening and rebuilding Road 10 in Santa Rosa, Okaloosa, Holmes, Jackson, and Jefferson Counties; the Ocala bypass on Roads 25 and 500 in Marion County; new sections on Road 25 in Lake and Polk Counties; construction of Road 30 in Wakulla, Jefferson and Taylor Counties; and the virtual completion of Cross State highway 50 through Hernando, Sumter, Lake and Orange Counties.

The secondary road program in cooperation with the Counties reached major proportions as more funds for construction became available through gasoline tax sources. This is reflected in the fact that 25% of our expenditures for construction during the last two years have been on secondary

roads, while 29% of the expenditures on primary roads consisted of bond financed projects.

Following the policy of the State Road Board adopted in January 1950 and known as the Secondary Roads Assistance Program, the County officials were invited to attend the Budget Meetings in 1951 and 1952, of the State Road Board, to present their Secondary Road Programs for these years. These requests were reviewed, estimates were made and items included in our Secondary Road Construction Budgets, insofar as available funds would permit.

The program for each County as shown in our Budget was followed by the District Engineers, working closely with the County officials in making satisfactory locations for these roads. Plans and specifications were prepared in accordance with standard highway practice but in keeping with the anticipated use of each individual road. Contracts were awarded on approximately 80% of this work during the biennium.

For the period covered by this report approximately 940 miles of roads have been improved under the Secondary Roads Assistance Program and placed on State Secondary Maintenance. From the beginning of this Secondary Roads Assistance Program in January of 1950 through December 1952 our State Secondary Maintained System has grown from zero to 1,570 miles.

MAINTENANCE

At the close of this biennial period on December 31, 1952, we had under routine maintenance in our Primary System approximately 9,693 miles of roads which included 610,153 feet of all types of bridges. We had on the Secondary System under routine maintenance approximately 1,571 miles of roads which included 27,643 feet of various types of bridges.

The Primary System was maintained at an average cost of approximately \$843 per mile per year, whereas the Secondary System was maintained at an average cost of approximately \$310 per mile per year. These two systems are maintained on two distinct levels. It is felt that since the primary roads carry through traffic and heavy traffic they should be maintained on a much higher standard than the secondary roads, whereas the latter system is that commonly known as farm-to-market roads. On both systems it is our plan to keep the pavements in good condition, as well as the bridges, however the "trimmings" such as signing, mowing and roadside improvements are done to a greater extent on the Primary System. In the early stages of maintenance on the Secondary Sys-



Section 2602—Road 441, Alachua to Paradise. Showing section of completed project.

tem it was anticipated that possibly \$200 per mile would take care of the needs, however during the actual maintenance period it was found that this figure would have to be raised, and because of this experience in the future more money shall necessarily be set aside for this purpose.

During this biennial period three major improvements have been noticed in our routine maintenance program, namely, the Sign Department, mowing operations, and erosion control on the shoulders and slopes.

Vast improvements in our signs have just been put into effect by means of installing an infra red baking oven system for baking on enamel paint in our State-wide Lake City Sign Shop. This new equipment has been installed, together with a conveyor system, for handling the signs in a more streamlined program. This additional equipment will add an increased cost of approximately 6% to each sign, however it is anticipated that the lasting life of the sign on the highway will be doubled because of the painting system.

During this biennial period our routine mowing operations on the highways have almost doubled in volume as compared to what they were during the previous biennial period. This has come about by making use of what is known as the rotary type trailer mower being used behind both tractor and jeep, which has replaced the old sickle-type machine in almost 75% of our work. A faster cut is made and the grass is cut into a mulched condition, and because of more numerous cuts being made the additional mulch is protecting our roadside against erosion as well as adding to the beautification angle.

Erosion protection to our shoulders and slopes is now making what we might term a change in the history of Florida highway maintenance by making use of what is commonly known as seeding or mulching. On our new construction where the typical section has recently been sprigged but there is still not a full coverage of grass on the area, our maintenance forces have mulched many of them with various types of hay or straw to a thickness of approximately 2 inches, as well as seeded them, along with a proper fertilizer program to expedite grass coverage. Experiments have indicated that this mulching helps retain the moisture in the soil to stimulate grass growth, and at the same time effects a large control on this area against erosion due to heavy rains.

SUMMARY

In the three overall phases of highway improvements consisting of planning, construction, and

maintenance, with their component subdivisions, we have tried to keep pace with the traffic needs. It is evident from the records that the last two years of progress in improving Florida's Highways has been limited only by the funds available.

REPORT OF THE ATTORNEY'S OFFICE

The work of the attorney's office during the last biennium increased considerably, due in part to increased road building activity.

One case is of special interest, in that attack was made on many sections of law under which the Department operates, and especially its authority to conduct special road studies. This case resulted in a ruling by the circuit court of Leon County, upholding the department's authority under existing law.

In its routine advisory functions, the attorney's office furnishes opinions to the board, the chairman, and the various department heads concerning legal phases of all the department's operations. It prepares resolutions and agreements for the department and for the other political subdivisions and agencies with whom the department contracts. It passes on legal phases of the numerous contracts through which the department's operations are carried on. It renders supervisory assistance to the department's operation as a self-insurer under the Workmen's Compensation Law. The attorney's office, along with a representative of the Attorney General's office, represents the department in all litigated matters. Under the supervision of the attorney's office an investigation is made of all claims coming to the department's knowledge for damages to the persons or property of individuals alleged to have arisen out of defects in the construction or maintenance of state roads. The information thus obtained is made available to the claims committees of the State Legislature when a relief bill is submitted to them for consideration. Also under the supervision of the attorney's office are claims in favor of the department for damages to bridges, roads, vehicles and other property, and for the value of compensation and medical benefits paid to employees of the department injured by negligence of third parties; such claims are investigated, pressed for settlement and if necessary prosecuted through litigation. Several actions were handled involving complaints concerning drainage, disputed land titles and other similar matters.

CONVICT CAMPS

At the end of this biennium the Department had thirty-six camps in full operation with a popu-



Section 5302-206—Road 90, Jackson County, Cypress to Sneads. Showing section of completed project.

lation of 1587 prisoners. Eleven of these are new, modern type camps and another one will be completed and occupied early next year. This new camp will take the place of the existing Camp 8528 at Gainesville. Camp 8517 at Deep Lake, Collier County in the Everglades is our newest and most modern camp. It was completed and activated the first of December 1952.

The cost of operation for the biennium amounted to \$3,955,578.23 with productive man hours totaling 7,101,210 hours.

Our biggest problem during the past two years has been that of obtaining qualified personnel for the camps. This has been particularly true in our camps in the southern part of the State where we have to compete for labor with the citrus and truck farming industry, both of which while seasonal, pay higher wages than we do to our rank and file employees.

One of the secrets of smooth prison operation is good food. Much has been accomplished during the last two years to improve the quality of food served the inmates in our camps. Complaints from this phase of our operation which have been many in the past are now practically non-existent.

We have continued our efforts at rehabilitation by furnishing prisoners better living conditions and encouraging well-rounded leisure time activities.

SAFETY DEPARTMENT

In 1951, 32 group safety meetings throughout the State were held with a very good attendance of all field men of both the maintenance and construction units. A total of 21 similar meetings were held in 1952 with larger crowds and with a total attendance of 80 to 85% of our employees.

A system of awards for our truck drivers was begun in 1951. The awards are a bronze button for one full year of safe driving without an accident and silver plated buttons for 2, 3, and 5 years. We presented 116 awards for 1951 and indications are that 1952 will produce more than twice that number.

The Department came out second in its class group of five State agencies in a fleet safety contest sponsored by the Governor's Highway Safety Conference, recording a low accident rate of 0.624 per 100,000 vehicle miles traveled during the last 6 months of 1952.

In 1952 a monthly safety check for our vehicles was also initiated. These checks disclose defects in lights, brakes, horns, windshield wipers, etc., which are immediately corrected.

The Department carries public liability insurance

on automotive equipment and fire and theft on passenger cars, but no collision insurance on its own equipment. Equipment repair cost arising from collision was reduced from \$26,930.47 in 1951 to \$18,374.86 in 1952. This reflects not only a decreasing trend but savings over what would be required for premium on collision insurance.

Total accident compensation claims filed rose from \$55,575.52 in 1951 to \$67,125.27 in 1952, mainly by reason of two serious accidents in which eleven of our employees were injured, one fatally, and the claims totaled \$27,375.22. In both accidents our employees were the victims of careless motorists, one of whom was charged with manslaughter and the other was found mentally incompetent.

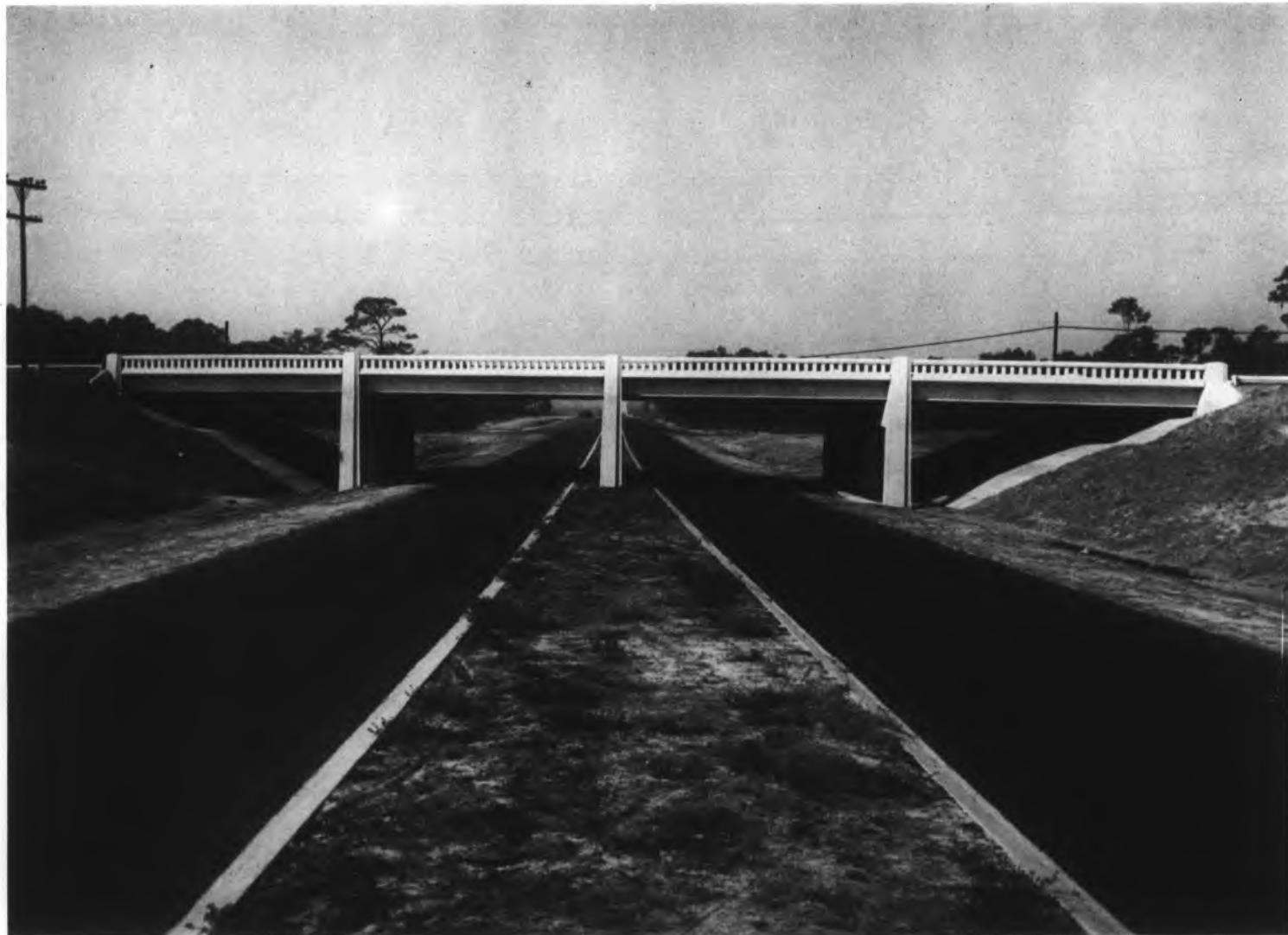
The Department is self insured under the Workmen's Compensation Law and maintains a centralized Safety Department that works to prevent accidents, thereby reducing the compensation cost.

The over-all cost of the safety program and compensation and medical claims for 1951 and 1952 was \$230,121.25. If we had carried compensation insurance, the premium would have been \$552,113.44 for the two years, which reflects a saving of \$321,992.19 for the period.

DIVISION OF OUTDOOR ADVERTISING

The Legislature of 1941 enacted a law to regulate all outdoor advertising throughout the State, outside the corporate limits of cities and municipalities, and created the Division of Outdoor Advertising under the direction of the Chairman of the State Road Department for its administration. The Supreme Court of Florida, on December 19, 1941, held the law valid after it was contested by several of the outdoor advertisers of the State.

In brief, the Outdoor Advertising Law requires signs to be set back 15 feet from the right-of-way, requires those engaged in the business of erecting signs to become licensed at an annual cost ranging from \$25 for the State and \$15 for the county for an operator in one county, \$75 for the State and \$15 for each county for an operator in from two to eight counties, and \$200 for the State and \$15 for each county for those operating in more than eight counties; and a permit fee for each sign at a cost of two cents per square foot with a minimum of fifty cents for any sign. A revision in the 1951 session of the Legislature brought under the provisions of the law those engaged in erecting neon signs outside the city limits, and revised a provision of the law requiring a 100 foot set back from any intersection to require that it be set back a sufficient distance not to create a hazard.



Overpass at Chasseville Road Interchange on Jacksonville Expressway near Arlington Bridge.

Revenues derived from licenses and permits total \$64,509.88 for 1951 and \$67,527.64 for 1952. The Division operated within this income for the biennium.

FREIGHT & POWER RATES

There has been no change in the rates on roadway aggregates subsequent to the establishment of the new scale effective during the summer of 1949 which resulted in substantial savings to the Department and was translated into lower unit bid prices by the contractors on road projects.

We were able to recover \$811.00 from the FEC Railroad due to the favorable ruling of the Florida Railroad and Public Utilities Commission which off-set the amount that was allowed to the contractors under the escalator clause.

Increase in freight rates - Ex Parte 168: Increase of 10% became effective September 1, 1949 on interstate traffic but was not approved by the Florida Railroad and Public Utilities Commission until May 2, 1952 after ninety days notice to the

public. This did no affect the rates on asphalt or roadway aggregates.

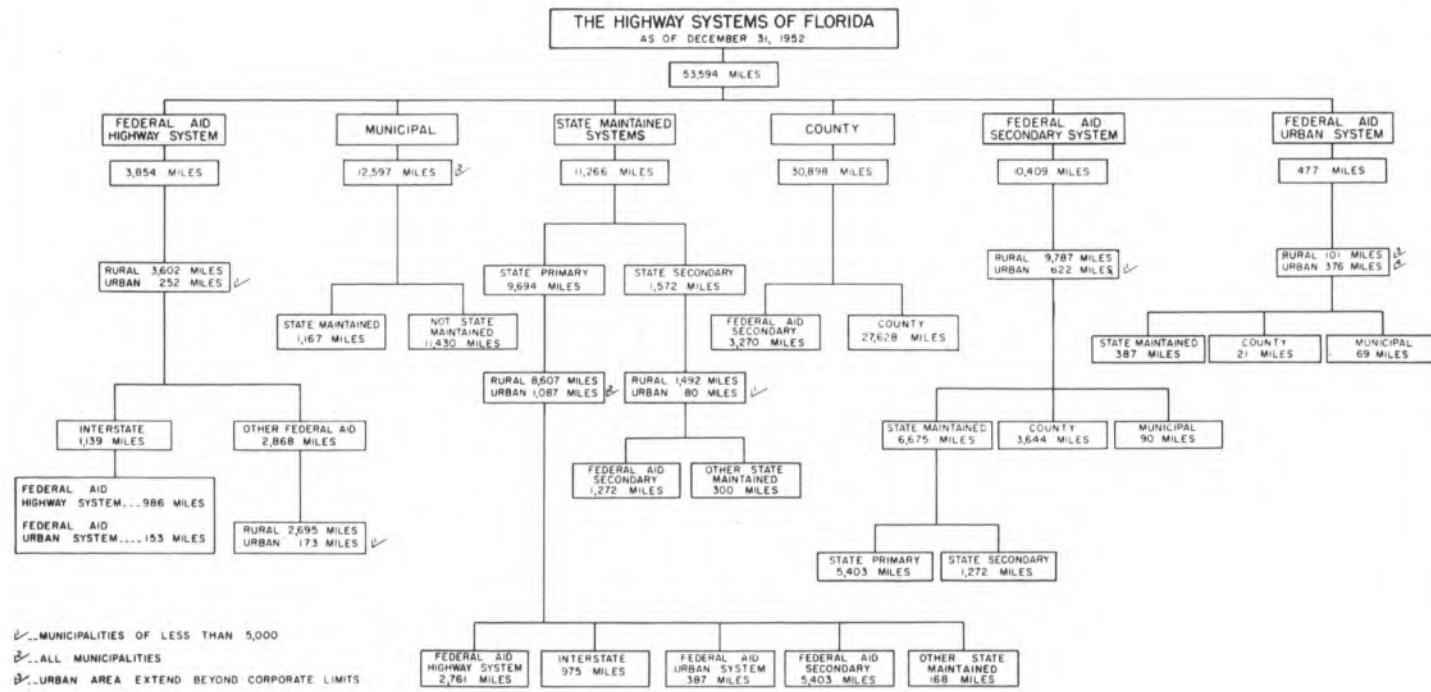
Express Rates: The rates on Express traffic have been subjected to continual increases and as a result many of our small shipments have been diverted to Parcel Post at substantial savings over the new increased Express rates. This situation is being watched by all Departments.

The Uniform Class Rate Scale and Uniform Classification have been adopted throughout the South and within Florida on LCL traffic and to a very limited extent on certain commodities moving in carloads under classification ratings. Additional commodities will be brought into the new Uniform Classification from time to time.

Power Rates: These Rates are becoming more and more important to the State due to enlarged shop facilities and changes in bridge design resulting in heavier consumption. This situation is being closely watched and the power companies have been very cooperative in adopting the lowest available rate schedule to our several facilities.



Section 8751-250—N.E. 163rd Street, Miami, Dade County, February 12, 1952. Looking East along completed project.



STATE ROAD DEPARTMENT OF FLORIDA
TRAFFIC AND PLANNING DIVISION

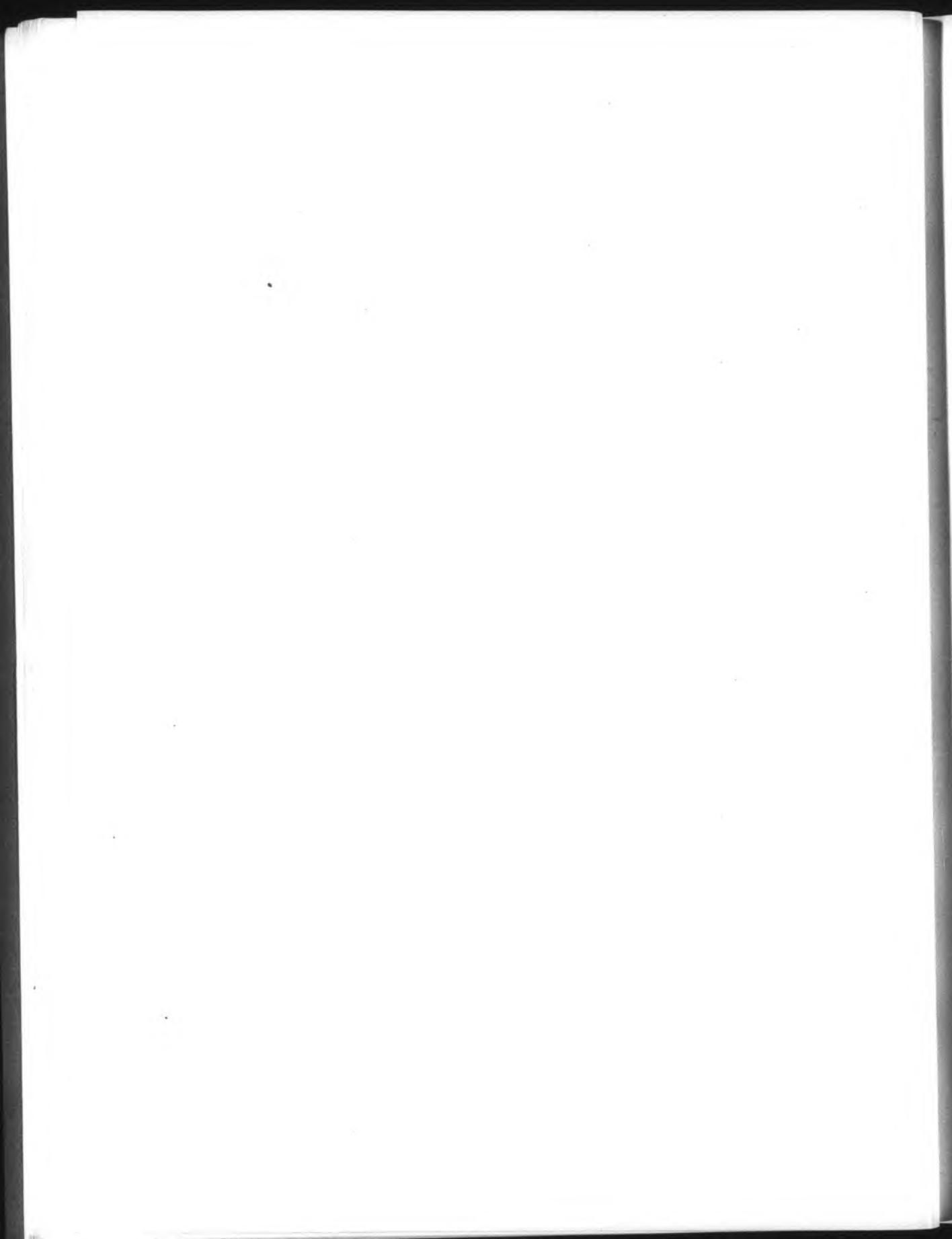


4600-102 Tarpon Dock Bridge, Panama City. Pre-construction photograph.



4600-102 Tarpon Dock Bridge, Panama City. Showing New Bridge.





DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimate)
Alachua	20	2602-306	Signals		A.C.L. R.R. on Boundary St. in Gainesville	A.C.L. R.R.	3/51	3/51	\$ 6,465 58
Alachua	241	2614-104	SBRM	0.6	Santa Fe River Bridge Relief Bridge and Approaches	John A. Benton Construction Co.	3/50	6/51	107,144.87
Alachua	26	2607-301	Signals		A.C.L. R.R. on University St. in Gainesville	A.C.L. R.R.	10/51	11/51	9,854 69
Alachua	20	2602-110	Resurface	0.4	In High Springs	James H. Craggs Construction Co.	2/51	8/51	138,590 70
Alachua	20	2602-111	Rework-Widen	1.1	W. Main St. to N. Limits Gainesville	S. M. Wall	4/50	2/51	47,056 39
Alachua		2618-109	RBST		University of Florida Campus St.	S. M. Wall	7/50	2/51	99,276 25
Alachua	26	2607-302	Signals		A.C.L. R.R. at Newberry	A.C.L. R.R.	11/51	12/51	6,163 23
Alachua		2618-110	Storm Drain		9th St. Storm Drainage in Gainesville	James H. Craggs Construction Co.	1/51	3/51	68,998 41
Alachua	20	2602-207	Rework-Widen	6.2	Between Paradise and Alachua	Duval Engineering & Contracting Co.	4/51	5/52	373,089 58
Alachua		2600-102	Rework-Widen	0.6	North 6th St. in Gainesville	James H. Craggs Construction Co.	6/51	1/52	131,844 77
Alachua	20	2602-208	Rework-Widen	1.3	Northwest of Paradise	Duval Engineering & Contracting Co.	4/51	5/52	55,227 30
Alachua		2618-111	Grade-Pave		University of Florida Roads and Streets	S. M. Wall	5/52	9/52	71,424 26
Alachua	236	2616-202	RBST	7.7	High Springs to S.R. 241	S. M. Wall	3/52	95%	243,500 00
Alachua	329	2602-114	Signals		A.C.L. R.R. at Rocky Point	A.C.L. R.R.	9/52	12/52	9,120 00
Alachua	45	2603-303	Signals		A.C.L. R.R. at Newberry	A.C.L. R.R.	9/52	11/52	7,770 00
Alachua	26	2613-301	Signals		S.A.L. R.R. at Orange Heights	S.A.L. R.R.	9/52	10/52	13,032 00
Alachua		2618-113	RBST		Access Roads at University of Florida	S. M. Wall	10/52	39%	65,002 00
Alachua	S-235	2650-150	RBST	11.5	Newberry to Alachua	J. D. Manly Construction Co.	4/50	1/51	241,591 38
Alachua	S-225	2651-150	RBST	6.4	S.R. 24 to S.R. 340	S. M. Wall	4/51	2/52	127,316 94
Alachua	S-329	2552-150	RBST	6.1	S.R. 23 to S.R. 235	S. M. Wall	5/51	2/52	116,163 05
Alachua	S-340	2653-150	RBST	3.9	S.R. 225 to S.R. 329	S. M. Wall	4/51	2/52	102,701 93
Alachua	200	2606-904	Resurface	7.7	Marion Co. Line to Hawthorne	State Forces	8/51	12/52	15,019 00
Alachua		2618-112	Pave		Streets at Florida Farm Colony	S. M. Wall	11/52	30%	21,541 00
Baker	2	2702-101	Grade	14.5	Columbia Co. Line to St. Marys River	Scott Construction Co.	7/50	3/51	246,632 41
Baker	127	2706-101	SBRM	10.1	S.R. 125 to Baxter	Coggins & Deermont	12/49	2/51	180,550 01
Baker	23	2703-107	RBST	0.4	S. Limits to S.R. in Macclenny	Asphalt Paving, Inc.	7/50	3/51	51,238 68
Baker	127	2706-108	RBST	10.1	S.R. 125 to Baxter	Scott Construction Co.	6/51	11/51	135,040 99
Baker	2	2702-103	Bridges	454 ft.	Columbia Co. Line to St. Marys River	Scott Construction Co.	2/51	1/52	80,142 50
Baker	2	2702-104	SBRM	14.5	Columbia Co. Line to St. Marys River	Scott Construction Co.	2/51	8/52	498,726 90
Baker	S-231	2753-150	RBST	5.5	Union Co. Line to Olustee	Asphalt Paving, Inc.	6/50	2/51	89,743 36
Baker	S-231	2753-151	Culverts		Union Co. Line to Olustee	Scott Construction Co.	4/51	11/51	14,593 59
Baker	S-127	2751-250	SBRM	4.0	Sanderson to 4 mi. North	Caddell & Jackson	12/50	1/52	72,819 44
Baker	S-231	2753-152	RBST	5.3	Union Co. Line to Olustee	Asphalt Paving, Inc.	10/51	6/52	59,389 90
Baker	10	2701-902	Shoulders	12.2	Columbia Co. Line East	State Forces	9/50	8/52	17,952 00
Baker	125	2704-901	Seal	5.0	S.R. 10 Northeast 5 mi.	State Forces	5/52	5/52	5,397 00
Bay	75	4600-102	Bridge	713 ft.	Tarpon Dock Bridge in Panama City	Scott Construction Co.	8/50	6/51	256,118 14
Bay	30	4602-113	Bridge	271 ft.	Bridge No. 13	A. F. Rich Co.	7/50	4/51	27,242 16
Bay	75	4604-111	RBST	0.5	Approaches to Bridges No. 26, 27, 28, and 29	Scott Construction Co.	3/50	1/51	22,701 41
Bay	75	4604-203	Bridges	0.491	Bridges No. 30, 31, 32, 33, 34, 35, 36, 37, and 39	Coggins & Deermont	10/50	8/51	156,863 53
Bay	30	4602-114	Asp.-Cone	2.8	1.4 mi. N. of East Bay Bridge to Cherry St.	A. F. Rich Co.	11/50	6/51	128,336 90
Bay	30	4602-204	SCST	1.4	East Bay Bridge to 1.4 mi. N.	A. F. Rich Co.	11/50	6/51	57,180 06
Bay	30	4603-201	Asp.-Cone	2.6	Tyndall Field to East Bay Bridge	A. F. Rich Co.	11/50	6/51	109,542 50
Bay	390-A	4614-103	Bridge	75 ft.	Posten Bayou Bridge	A. F. Rich Co.	8/50	4/51	19,090 82
Bay	75	4604-301	O.P. and Approaches	0.5	At St. A. B. R.R. N. of Betts	A. B. Covell	10/50	12/51	103,558 91
Bay	30	4602-115	Drainage	0.2	In Panama City	State Forces	9/50	2/51	8,613 37
Bay	390-A	4614-104	SBST	2.0	S.R. 30 to S.R. 390	Doyle Pope	12/50	5/51	60,641 49
Bay	30-Alt.	4602-119	Asp.-Cone	1.5	S.R. 77 to S.R. 389	Smith Engineering & Construction	8/51	8/51	11,733 85
Bay	75	4604-112	Retread	6.0	S.R. 30—Alternate in Panama City to Bayou George	Smith Engineering & Construction	8/51	8/51	66,333 23
Bay	388	4607-103	SBRM	12.0	West Bay to Vicksburg	Caddell & Jackson	3/51	10/51	244,462 80
Bay	30	4601-111	Stabilize Shoulders	16.0	Phillips Inlet Bridge to West Bay Bridge	State Forces	5/51	12/51	48,151.26
Bay	30	4601-112	Wayside Park		W. of Panama City	State Forces	5/51	9/51	7,857.89

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Bay	30	Alt.	Grade	14.8	Phillips Inlet to West Bay Bridge	A. B. Covell	1/50	7/52	262,779 48
Bay	30	4602-117	SBRM	1.6	Cherry St. to Sherman Ave. in Panama City	Doyle Pope	5/51	5/52	251,658 79
Bay	30	4602-118	Drainage		In St. Andrews	Doyle Pope	3/52	5/52	31,444 85
Bay	77	4606-110	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	4,146 33
Bay	389	4613-103	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	3,947 98
Bay	75	4604-113	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	7,217 47
Bay	30	4602-120	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	4,801 65
Bay	52	4608-105	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	3,901 65
Bay	30	4602-122	SBRM	1.6	Sherman Ave. to Messilina Bayou	State Forces	10/51	9/52	101,113 01
Bay	392	4617-101	SBRM	7.8	Panama City Beach to U.S.N. Mine Testing Sta.	Smith Engineering & Construction Co.	2/52	99%	7,500 00
Bay	167	4618-201	SCST	0.6	Beets Overpass to Calhoun Co. Line	Coggins & Deermont	4/52	57%	15,870 00
Bay	77	4606-111	Widen- Resurface	4.5	S.R. 75 to Lynn Haven	Doyle Pope	5/52	95%	177,987 00
Bay	30	4601-113	Picnic Tables		Wayside Park W. of Panama City	State Forces	4/52	12/52	12,000 00
Bay	392	4617-102	Bridge	188 ft.	Grand Lagoon Bridge	C. T. Felix	5/52	11/52	44,323 00
Bay	30-A	4616-102	Asp.- Cone	14.7	Phillips Inlet to West Bay Bridge	Smith Engineering & Construction Co.	4/52	12/52	317,492 00
Bay	392	4617-104	SBRM	0.8	Panama City Beach to S.E.	Florida Asphalt Paving Co.	8/52	11/52	25,698 00
Bay		4600-103	RBST		Streets at Florida Forest Service in Panama City	State Forces	1/52	12/52	5,000 00
Bay	75	4602-123	Rebuild	1.9	Hathaway Bridge to S.R. 30-A	Doyle Pope	10/52	28%	252,377 00
Bay	S-389	4650-250	SBRM	4.0	Highlands City to Lynn Haven	Coggins & Deermont	12/50	3/51	55,458 13
Bay	S-22	4651-150	SBRM	2.5	S.R. 30 to S.R. 75 in Panama City	Faulk & Coleman	7/50	8/51	272,869 29
Bay	S-390	4650-251	SBRM	0.5	S.R. 389 to S.R. 77 in Lynn Haven	Coggins & Deermont	3/51	9/51	56,495 47
Bay	S-22	4651-101	SBRM	0.7	S.R. 75 to Cove Blvd. in Panama City	Doyle Pope	8/51	7/52	95,894 50
Bay	S-22	4651-102	Signals		Bay Line R.R. in Panama City	Signal Construction Co.	5/52	7/52	4,057 39
Bay	S-390-A	4653-150	SBRM	1.2	S.R. 77 in Lynn Haven to Panama City Country Club	Florida Asphalt Paving Co.	12/51	7/52	67,820 68
Bay		4656-150	SBRM	1.0	Streets in Panama City	Doyle Pope	12/51	7/52	113,353 83
Bay	S-22-A	4655-150	SBRM	5.3	S.R. 30 at Parker to 3. mi. N. & S. & W. to S.R. 30	Florida Asphalt Paving Co.	11/51	10/52	252,829 77
Bay		4656-151	SBRM	0.6	9th to 15th St. in Panama City	Doyle Pope	5/52	11/52	61,600 00
Bay	S-167	4657-150	SBRM	9.2	Allenton to S.R. 22	Doyle Pope	11/52	4%	289,529 00
Bradford	225	2811-102	Grade	6.5	S.R. 100 to S.R. 16	S. F. MacKenzie Construction Co.	4/49	2/51	109,175 96
Bradford	225	2811-103	Rock Base	6.5	S.R. 100 to S.R. 16	S. F. MacKenzie Construction Co.	8/50	2/51	59,345 56
Bradford	225	2811-104	Surface	6.5	S.R. 100 to S.R. 16	S. F. MacKenzie Construction Co.	5/51	5/51	25,108 71
Bradford		2800-104	Culvert		S.R. 100 to S.R. 16 S. of Lawtey	State Forces	4/52	6/52	8,030 28
Bradford	200	2801-112	Rework- Widen	0.8	In Starke	James H. Cragg Construction Co.	5/52	10/52	216,919 00
Bradford	235	2812-101	Grade- Pave	2.2	S.R. 100 to 2.2 mi. N.	Burton-Walker	10/52	40%	47,624 00
Bradford	S-235	2852-250	RBST	8.8	S.R. 18 at Brooket to S.R. 100	V. E. Whitehurst & Sons	2/51	5/52	138,297 04
Bradford	S-229	2851-150	RBST	2.4	N. of Starke to Union Co. Line	J. D. Manley	4/52	12/52	49,500 00
Bradford	S-229	2851-250	Grade- Pave	3.8	S.R. 16 at Starke N.W. 3.8 mi.	Burton-Walker	11/52	17%	65,305 00
Brevard	3	7013-103	SBRM	10.0	Tropic to Georgiana	C. E. Construction Co.	10/49	7/51	296,905 39
Brevard	3	7012-103	Bridge	684 ft.	Indian River Bridge at Eau Gallie	R. H. Blackwell	7/50	12/51	170,012 95
Brevard	3	7014-250	SBRM	8.1	Merritt Island to Courtney	L. L. Hall Construction Co.	7/51	9/52	297,005 55
Brevard	3	7014-113	SBRM	0.3	Job 7014-250 to 2.91 mi. N.W.	L. L. Hall Construction Co.	7/51	9/52	7,922 68
Brevard	3	7013-103	Bridge	201 ft.	Swing Span on Mathers Bridge	R. H. Blackwell	5/52	10/52	71,226 99
Brevard	3	7014-251	Retread	4.5	S.R. 420 to 4.5 mi. N.E.	L. L. Hall Construction Co.	3/52	9/52	175,232 00
Brevard	S-A1A	7051-150	SBRM	6.3	De Soto Beach to Coastguard Station	Hubbard Construction Co.	4/50	11/52	220,788 76
Brevard	S-509								
Brevard	S-511	7052-150	Surfacing	12.7	S.R. 514 to Eau Gallie	Geo. C. Blount & Sons	1/51	6/51	62,779 15
Brevard	S-405	7054-150	Surfacing	4.5	Titusville to Mims	Faulk & Coleman	2/52	3/52	35,676 96
Brevard	S-A1A	7051-151	SBRM	6.1	S. de Soto Beach to Coastguard Station	L. L. Hall Construction Co.	8/52	11/52	40,896 00
Brevard	515	7009-902	Rip Rap		At Bridges	State Forces	8/51	8/51	2,500 00
Brevard	402	7016-902	Rip Rap		At Bridges	State Forces	8/51	8/51	3,750 00
Brevard	520	7010-909	Rip Rap		At Bridges	State Forces	10/51	10/51	5,700 00

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Broward	A1A	8605-103	Resurface	1.7	S.R. 5 to S.R. A1A	Broward Construction Co.	1/51	2/51	56,699.68
Broward	5	8601-108	Widen-Rebuild	1.6	Old Dixie Highway in Dania to Dania Canal	Williams & Stockton	12/50	5/51	158,854.15
Broward		8614-103	RBST		Farmers Market to Pompano	Brooks Paving Co.	7/51	9/51	11,802.98
Broward	9	8607-201	AC	4.1	Dade Co. Line to Hollywood	H. E. Wolfe Construction Co., Inc.	4/51	6/52	1,091,373.40
Broward	823	8619-103	Bridge	450 ft.	Over South New River Canal	Cleary Bros. Construction Co.	6/51	2/52	43,802.45
Broward	810	8612-107	Signals		S.A.L. R.R. in Deerfield Beach	S.A.L. R.R. Co.	3/52	5/52	521.01
Broward		8614-104	RBST		Farmers Market to Pompano	C. T. Stockton	10/52	11/52	10,314.00
Broward	S-820	8651-201	RBST	4.0	6.7 mi. W. S.R. 7 to 4 mi. E.	Ralph E. Mills Co.	1/51	6/51	74,941.25
Broward	S-840	8653-150	Surfacing	1.4	Cypress Creek Rd. and Power Line Rd. to Old Dixie Highway	Troupe Bros.	10/52	12/52	5,489.00
Broward	A1A	8605-904	Fenders		Hillsborough Inlet Bridge	R. H. Blackwell	2/52	2/52	19,426.00
Broward		8604-901	Repair		Repair to Bridge No. 23	State Forces	6/52	12/52	9,900.00
Calhoun	71	4702-111	SCST	11.6	Gulf Co. Line to Gaskins	Coggins & Deermont	12/50	6/51	156,132.76
Calhoun	20	4701-108	SCST	0.8	In Blountstown	W. M. Boyer Construction Co.	9/51	10/52	93,707.00
Calhoun	167	4706-201	SCST	3.4	Bay Co. Line to S.R. 50	Coggins & Deermont	4/52	59%	98,522.00
Calhoun	S-274	4750-250	SCST	5.00	S.R. 71 at Altha to S.R. 73 at Chason	Coggins & Deermont	1/51	9/51	113,446.38
Calhoun	S-274	4750-150	SCST	0.3	Approaches to Chipola River Bridge	W. M. Boyer Construction Co.	1/51	9/51	6,896.57
Calhoun	S-274	4750-251	SCST	6.6	S.R. 71 at Altha to S.R. 69 at Ocheesee	Coggins & Deermont	6/52	11/52	155,855.00
Calhoun	275	4707-101	SCST	3.1	Marysville to S.R. 71	Geo. G. Tapper Co.	12/52	4%	50,294.00
Calhoun	275	4708-201	SCST	14.8	Gaskins to S.R. 71 S. of Altha	Fairchild-Florida Construction Co.	12/52	1%	340,945.00
Charlotte	35	0104-201	SBRM	4.9	Punta Gorda to Shell Creek	J. D. Manley Construction Co.	12/50	12/51	305,634.86
Charlotte	776	0105-104	Bridge	1,305 ft.	Charlotte Beach Bridge	State Forces	4/50	12/51	82,737.13
Charlotte	45	0101-113	Retread	9.1	Sarasota Co. Line to Charlotte Harbor	Jaxon Construction Co.	5/52	11/52	394,153.00
Charlotte	S-771	0151-250	Bridge	405 ft.	Placida Bridge	Cleary Bros. Construction Co.	2/51	11/51	120,996.87
Charlotte	S-771	0151-251	Grade	7.4	Placida to McCall	W. H. Armstrong, Inc.	12/51	4/52	147,133.15
Citrus	491	0208-102	Grade	9.6	LeCanto to Holder	Fairchild-Florida Construction Co.	1/51	7/51	118,610.00
Citrus	485	0210-102	Sprigging	3.4	Hernando Co. Line to S.R. 55	L. W. Malone Contracting Co.	11/50	51	10,462.22
Citrus	485	0210-103	Headwalls		Hernando Co. Line to S.R. 55	J. W. Conner & Sons	9/50	4/51	1,606.90
Citrus	44	0205-107	Grade-Base	17.5	Crystal River to Inverness	Marion Construction Co.	2/51	11/51	258,818.00
Citrus	55	0203-111	Grade-Pave	13.1	Chassahowitzka to Crystal River	MacAsphalt Corp.	2/51	10/51	564,647.00
Citrus	700	0210-104	Seeding		Hernando Co. Line to S.R. 55	Cone Bros. Construction Co.	7/51	10/51	6,113.24
Citrus	48	0205-301	Signals		Hernando Co. Line to S.R. 55	A.C.L. R.R.	8/52	9/52	16,597.53
Citrus	44	0205-108	Asp.-Cone	15.5	LeCanto to Holder	Marion Construction Co.	9/51	3/52	170,240.43
Citrus	39-A	0200-102	RBST	1.7	Crystal River to Inverness	W. L. Cobb Construction Co.	7/52	10/52	29,530.41
Citrus	491	0208-101	RBST	3.5	S.R. 45 to Good Council Camp	Marion Construction Co.	2/52	10/52	164,990.00
Citrus	491	0208-103	RBST	12.5	S.R. 480 to LeCanto	J. W. Conner & Sons, Inc.	7/51	12/52	499,458.00
Citrus	491	0208-104	Paving	10.0	LeCanto to Holder	A. F. Rich Co.	10/52	47%	144,858.00
Citrus	S-470	0251-150	RBST	4.9	Inverness to S.R. 44	R. D. Yancey	5/50	4/51	158,455.60
Citrus	S-470	0251-151	Bridge	150 ft.	Gospel Island Bridge and Approaches	Ryan Construction Co.	2/52	9/52	43,286.69
Citrus	S-495	0256-250	Grade-Pave	8.5	Crystal River to S.R. 488	A. F. Rich Co.	10/52	8%	140,061.00
Clay	21	7111-111	Widen-Shoulders	10.8	Bradford Co. Line N.W.	State Forces	10/50	12/51	96,267.26
Clay	218	7112-250	RBST	13.0	S.R. 200 to Middleburg	M. S. Carroll Construction Co.	9/51	8/52	168,356.34
Clay	S-219	7150-101	Grade-SCST	1.0	Putnam Co. Line to S.R. 100	S. F. MacKenzie Co.	4/50	1/51	31,840.82
Clay	S-214	7152-150	Grade-Pave	4.0	Lake Geneva to 4 mi. E.	S. F. MacKenzie Co.	5/50	1/51	60,427.64
Clay	S-214	7151-150	SBRM	3.9	4 mi. W.S.R. 15 to S.R. 15	L. L. Hall Construction Co.	10/50	1/52	66,964.62
Clay	S-218	7153-150	RBST	3.3	S.R. 15 to Russell	L. L. Hall Construction Co.	5/52	11/52	119,152.00
Clay	21	7107-111	Shoulders	14.2	S.R. 215 to Duval Co. Line	State Forces	5/51	1/52	23,789.00
Collier	29	0307-151	RBST	1.1	In Everglades City	Brinson Construction Co.	2/51	7/51	106,873.61
Collier	29	0307-152	RBST	2.8	Everglades City to Carnestown	Brinson Construction Co.	2/51	7/51	181,341.74

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Collier	45	0301-250	Rework-Widen	8.9	Naples to Lee Co. Line	Brinson Construction Co.	7/51	6/52	675,925.00
Collier		0309-101	RBST		State Farmers Market at Immokalee	Brinson Construction Co.	2/52	4/52	31,635.93
Collier	90	0301-202	Rework-Widen	8.0	Carnestown to 8 mi. W.	Geo. E. Bunnell, Inc.	5/52	44%	814,061.00
Collier	29	0308-107	Rework-Widen	10.0	Deep Lake to 10 mi. N.	W. L. Cobb Construction Co.	6/52	51%	235,459.00
Collier	S-840	0354-150	RBST	4.5	S.R. 29 to Hendry Co. Line	Marion Construction Co.	12/50	12/51	197,199.45
Collier	S-951	0351-250	SBRM	2.8	S.R. 92 in Collier City to Big Marco Pass	Brinson Construction Co.	11/50	7/51	125,844.63
Collier	S-850	0356-250	RBST	2.9	Lake Trafford to S.R. 29	Brinson Construction Co.	12/51	8/52	113,463.27
Collier	S-840-A	0357-250	Grade-Pave	6.5	S.R. 840 N. to S.R. 846	Marion Construction Co.	11/52	6%	139,957.00
Collier	S-862	0355-151	Grade-Pave	1.5	Vanderbilt Beach to S.R. 45	J. W. Conner & Sons	11/52	55%	18,314.00
Columbia		2900-104	SBRM	0.3	Putnam & Murray Sts. in Lake City	State Forces	1/51	4/51	6,113.46
Columbia		2915-101	RBST	1.5	Access Road to Forest Rangers School	Asphalt Paving Co.	3/51	8/51	7,421.69
Columbia		2900-106	SBRM		St. Johns & 5th St. S. and W. of School	State Forces	10/51	11/51	8,032.30
Columbia	47	2902-201	RBST	4.3	Gilechrist Co. Line to Fort White	L. M. White	8/50	8/52	111,807.93
Columbia	2	2911-102	SBRM	0.8	Georgia Line to Baker Co. Line	Scott Construction Co.	2/51	8/52	30,588.73
Columbia	47	2902-202	Signals		A.C.L. R.R. S. of Fort White	A.C.L. R.R.	6/52	7/52	9,246.08
Columbia	S-6	2950-101	SBRM	2.7	Suwannee River Bridge to S.R. 47	M. J. Carroll Construction Co.	3/51	5/51	177,359.82
Columbia	S-245	2975-102	SBRM	12.2	Union Co. Line to S.R. 100	Duval Engineering & Contracting Co.	5/50	5/51	233,773.07
Columbia	S-131	2975-103	SBRM	5.6	S.R. 25 to 5.6 mi. N.	James H. Cragg Construction Co.	6/50	3/51	104,075.03
Columbia	S-240	2954-150	RBST	3.6	Columbia City to 3 mi. E.	Finley P. Smith	2/51	7/51	51,681.44
Columbia	S-240	2954-151	RBST	2.5	3 mi. E. of Columbia City to S.R. 245	James H. Cragg Construction Co.	11/51	4/52	46,894.37
Columbia	S-250	2955-102	Signals		S.A.L. R.R. on Williams St. in Lake City	S.A.L. R.R.	5/52	5/52	373.56
Columbia	S-250	2958-150	SBRM	1.8	S.R. 47 to Osceola National Forest	Robt. D. Yancey	3/52	11/52	68,442.78
Columbia	S-252	2962-150	RBST	6.2	Suwannee Co. Line to S.R. 10	L. M. White	6/52	6/52	126,043.00
Dade		8700-105	Paving		Dade County Armory	McFarlin Construction Co.	10/50	1/51	8,202.35
Dade	7	8714-201	Asp.-Cone	2.5	N.W. 70th St. in Miami to Gratigny Drive	Belehr Oil Co.	1/51	12/51	1,083,130.36
Dade	A1A	8706-111	Asp.-Cone	1.0	Espanola Way to 24th St.	Asphalt Paving Co.	6/51	9/51	29,107.79
Dade	90	8712-104	Asp.-Cone	2.5	27th Ave. to S.R. 5 in Miami	Asphalt Paving Co.	7/51	9/51	86,112.00
Dade	5	8702-203	Asp.-Cone	4.8	Homestead to Princeton	Troupe Bros., Inc.	5/51	3/52	408,754.77
Dade	9	8724-204	Bridge	166 ft.	Bridge over S.R. 9	H. E. Wolfe Construction Co.	7/51	99%	233,008.00
Dade	9	8724-302	Overpass	111 ft.	Overpass over S.A.L. R.R.	H. E. Wolfe Construction Co.	7/51	99%	235,402.00
Dade	7	8714-109	Asp.-Cone	0.3	Realignment near N. Limits North Miami	H. E. Wolfe Construction Co.	1/52	88%	11,120.00
Dade	9	8724-205	SBRM	7.1	Opalocka to Broward Co. Line	R. H. Wright & Sons	7/52	39%	655,511.00
Dade	5	8702-204	Asp.-Cone	8.0	End Job 8702-203 to 8 mi. N.	Troupe Bros., Inc.	4/52	79%	713,227.00
Dade		8700-316	Bridge	60 ft.	Over Biscayne Canal on LaJuno Road	Geo. E. Blount, Inc.	9/52	95%	16,470.00
Dade	90	8711-109	Replace Bridges		Between Collier Co. Line and S.R. 27	State Forces	7/52	69%	91,581.00
Dade		8720-104	Grade-Pave		Farmers Market at Florida City	The Brewer Co.	11/52	52%	29,914.00
Dade	S-826	8751-250	Asp.-Conc	3.1	S.A.L. R.R. to S.R. 5	R. H. Wright & Sons	1/51	10/51	1,145,579.85
Dade		8752-150	Bridge		Coral Gables Canal Bridge	W. T. Price Dredging Co.	5/51	7/51	54,602.56
Dade	S-25-A	8753-150	RBST	3.1	S.R. 25 to S.R. 9	C. T. Stockton, Inc.	5/52	10/52	158,815.23
Dade	S-5-A	8755-150	Grade-Pave	2.7	Gratigny Road to Golden Glades Road	C. T. Stockton, Inc.	10/52	35%	142,422.00
Dade		826	8708-902	Bridge Repairs	Grid Deck on Bridge No. 82	State Forces	4/52	4/52	18,104.00
Dade		826	8708-903	Bridge Repairs	Grid Deck on Bridge No. 85	State Forces	4/52	4/52	18,104.00
Dade	A1A	8706-902	Fenders		Bridge Repairs on Bridge No. 76	Clearay Bros. Construction Co.	4/51	5/51	18,220.00
Dade	7	8714-107	Storm Sewer		54th St. in Miami	Joe Reinertson	2/50	3/50	8,750.00
De Soto	31	0401-107	Bridge	225 ft.	Prairie Creek Bridge	Hubbard Construction Co.	5/51	12/51	94,447.93
De Soto	72	0406-102	SBRM	5.1	Sarasota Co. Line to Horse Creek	L. L. Hall Construction Co.	4/50	8/51	108,053.28
De Soto	35	0402-113	Rework-Widen	5.9	Charlotte Co. Line to Wells Packing House	Polk Construction Co.	7/52	9%	354,290.00
De Soto		0450-151	Resurface		Secondary Areadia City Street	Marion Construction Co.	7/51	8/51	56,120.26
De Soto	S-661	0451-250	Rework-Widen	7.6	S. R. 70 to Hardee Co. Line	John H. Benton Co.	11/51	5/52	127,194.62

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Dixie	55	3001-113	Asp.-Cone.	3.2	Oldtown to Suwannee River	W. H. Armston Co., Inc.	6/50	6/51	86,514 24
Dixie	55	3001-114	Asp.-Cone.	8.8	Cross City to Oldtown	W. H. Armston Co., Inc.	12/50	9/51	325,512 01
Dixie	55	3001-115	Grade.	3.2	Oldtown to Suwannee River	W. H. Armston Co., Inc.	11/50	6/51	80,379 98
Dixie	55	3001-206	Grade.	8.4	S.R. 358 to 3 mi. W. Cross City	H. E. Wolfe Construction Co.	5/52	28%	593,092 00
Dixie	S-349	3075-101	SBRM.	13.0	Demory Hill to 9.763 mi. S. of Oldtown	C. & E. Construction Co.	1/49	1/51	365,134 46
Dixie	S-351	3053-150	RBST.	20.0	Shelton to Cross City	Fairchild-Florida Construction Co.	9/50	9/51	107,140.13
Dixie	S-358	3054-150	RBST.	6.5	Stewart City to S.R. 55	Fairchild-Florida Construction Co.	9/50	9/51	62,946 43
Dixie	S-351	3051-250	RBST.	3.7	N. Limits Cross City to 3.68 mi. N.E.	Fairchild-Florida Construction Co.	6/51	6/52	117,655 26
Dixie	S-351	3051-150	RBST.	0.6	S.R. 55 to N. Limits Cross City	Fairchild-Florida Construction Co.	8/51	7/52	141,184 76
Duval	S-111	7255-250	SBRM.	3.9	Duval Road-S.R. 5 to Pecan Park Road	Duval Engineering & Contracting Co.	1/51	9/51	50,300 26
Duval	S-116	7259-250	RBST.	2.5	Sunbeam Road-S.R. 13 to S.R. 5	Jaxon Construction Co.	1/51	9/51	47,139.00
Duval	S-101-A	7260-250	SBRM.	2.6	S.R. 212 to S.R. A1A-San Pablo Road	Duval Engineering & Contracting Co.	12/50	8/51	35,830 76
Duval	S-21-C	7262-150	Resurface	1.9	Cleveland Road-City Limits to Moncrief Road	Jaxon Construction Co.	10/51	12/51	10,930 90
Duval	S-115-A	7263-150	Resurface	3.4	Soutel Drive-S.R. 15 to Lem Turner Drive	Jaxon Construction Co.	9/51	12/51	22,948.04
Duval	S-21-A	7264-150	Resurface	2.1	48th St.-S.R. 15 to Moncrief Road	Jaxon Construction Co.	10/51	12/51	13,180.66
Duval	S-21-E	7265-150	Resurface	1.5	Seaboard Ave.-Morse Ave. to Timuquana Road	Jaxon Construction Co.	10/51	12/51	9,889 51
Duval	S-13-A	7266-150	Resurface	1.6	San Jose Blvd.-S.R. 13 to City Limits	Jaxon Construction Co.	10/51	12/51	12,647.97
Duval	S-116	7259-350	Signals		F.E.C. R.R. at Sunbeam	F.E.C. R.R.	9/51	10/51	10,851.83
Duval	S-111	7255-350	Signals		S.A.L. R.R. at Duval Station	S.A.L. R.R.	10/51	10/51	4,403.97
Duval	S-115-C	7269-150	Resurface	3.3	Chaffee Road-S.R. 228 to S.R. 10	Jaxon Construction Co.	10/51	12/51	19,047.64
Duval	S-21	7253-950	Surface and Drain	3.3	San Juan Blvd. to Edgewood Ave.	Duval Engineering & Contracting Co.	6/50	2/51	95,628.49
Duval	S-21	7253-951	Surface and Drain	0.4	S.R. 21 to San Juan Blvd.	Duval Engineering & Contracting Co.	1/51	7/51	152,105.59
Duval	S-109	7267-950	Surface	2.2	Chaseville Road-Arlington Road to Gilmore Road	Jaxon Construction Co.	11/51	12/51	15,890.72
Duval	S-13-B	7268-950	Surface	3.8	Mandarin Road-S.R. 13 westerly	Jaxon Construction Co.	10/51	12/51	26,511.07
Duval	S-117	7257-150	SBRM.	1.9	Garden St.-Kings Road to Jones Road	Glen G. Scaring	1/51	3/52	49,100.31
Duval	S-117	7257-250	SBRM.	3.6	Jones Ave.-Garden St. to S.R. 10	Glen G. Scaring	1/51	3/52	53,954.09
Duval	S-213	7258-250	RBST.	2.4	Middleburg Road-Ricker Road to Lenox Ave.	Asphalt Paving Co.	2/51	3/52	61,398.70
Duval	S-213	7258-150	RBST.	1.4	Ricker Road-Jaxon Heights to Middleburg Rd 1	Asphalt Paving Co.	2/51	3/52	24,415.97
Duval	S-21-D	7256-150	Widen-Resurface	1.0	Moncrief Road-City Limits to Edgewood Ave.	Duval Engineering & Contracting Co.	3/52	6/52	24,919.66
Duval	S-21-E	7265-151	SBRM.	1.5	Jammer Road-Morse Road to S.R. 553	L. L. Hall Construction Co.	1/52	9/52	40,020.24
Duval	S-13-B	7268-150	SBRM.	1.8	Pine Acres Road-Hartley Road to Loretto Road	Caddell & Jackson	1/52	7/52	39,619.98
Duval	S-13-B	7268-151	SBRM.	1.0	Julington Creek Road-S.R. 13 to Alladin Road	Caddell & Jackson	1/51	7/52	22,733.31
Duval	S-13-B	7268-152	SBRM.	1.4	Alladin Road-Julington Creek Road to Loretto Road	Caddell & Jackson	1/52	7/52	31,404.17
Duval	S-111	7271-150	SBRM.	1.3	Duval Road-Main St. to E. Starrett Road	Caddell & Jackson	12/51	9/52	20,544.55
Duval	S-115-B	7272-150	RBST.	1.3	Sibbald Road-Gilchrist Road to Soutel Drive	Duval Engineering & Contracting Co.	2/52	6/52	26,385.45
Duval	S-21-B	7273-150	Resurface	1.3	Adams Road-Edgewood Ave. to Lane Ave	Duval Engineering & Contracting Co.	3/52	6/52	22,087.09
Duval	S-21-B	7273-151	RBST.	0.8	Adams Road-Lane Ave. to Pic'ettville Road	Duval Engineering & Contracting Co.	2/52	6/52	14,163.74
Duval	S-21-A	7274-150	RBST.	3.5	Pickettville Road-S.R. 10-Edgewood Ave.	Duval Engineering & Contracting Co.	2/52	6/52	81,005.00
Duval	S-21-F	7276-151	SBRM.	0.5	Heavener Road-Jammies Road to S.R. 21	L. L. Hall Construction Co.	1/52	9/52	15,498.82
Duval	S-109-A	7277-150	SBRM.	1.5	Spring Park Road-Ing'ewood Circle to Bowden Rd 1	Caddell & Jackson	1/52	7/52	33,569.59
Duval	S-21-E	7265-153	SBRM.	1.1	Circle	L. L. Hall Construction Co.	1/52	10/52	30,773.30
Duval	S-111-A	7270-150	SBRM.	3.5	Pecan Park Road-Arnold Road to Terrell Road	Caddell & Jackson	12/51	10/52	47,766.07
Duval	5	7207-208	RBAC.	12.2	Bayard to S. Jacksonville	Duval Engineering & Contracting Co.	4/50	9/51	752,445.78
Duval	212	7219-113	Roadside Improvements		Pable Creek Bridge Approaches	State Forces	5/50	12/51	11,837.07
Duval	A1A	7210-201	RBAC.	0.6	Beach Blvd. to Barbara St. in Jacksonville	Duval Engineering & Contracting Co.	3/51	12/51	244,854.68
Duval	115	7215-105	Sidewalk		On Moncrief Creek Bridge	State Forces	7/50	12/51	1,103.96
Duval	105	7225-108	SBRM.	4.6	S.R. 5 E.	Duval Engineering & Contracting Co.	1/51	8/51	104,767.23
Duval	212	7219-114	Drainage		Pable Creek Bridge Approaches	Duval Engineering & Contracting Co.	1/51	2/51	7,729.68
Duval		7210-110	Ramp	0.1	S.R. A1A to Beach	B. B. McCormick & Sons, Inc.	5/51	7/51	23,216.87
Duval	105	7225-109	SBRM.	1.1	2 Loop Roads on Little Talbot Island	Duval Engineering & Contracting Co.	6/51	9/51	77,781.36
Duval	211	7205-112	Drainage		In Jacksonville	State Forces	10/51	11/51	4,190.45



3601 & 3603—Roads 25 & 500, Pine Street, Ocala. Intersection with Adams Street before construction.



3601 & 3603 Pine Street, Ocala. Intersection with Adams Street after construction.

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Duval.....	10	7204-275	Sub-Structure.....		E. end of Arlington Bridge.....	The Geo. D. Auchtner Co.....	5/50	3/51	363,288.00
Duval.....	105	7226-102	Ramp.....	0.1	Access Ramp at Nassau Sound.....	Duval Engineering & Contracting Co.....	6/51	9/51	4,502.78
Duval.....	115	7215-104	Bridge and Approach.....	0.4	Curve Revision at Ribault River.....	Duval Engineering & Contracting Co.....	3/51	1/52	206,293.30
Duval.....	212	7219-115	Ramp.....	0.1	S.R. 212 to Beach.....	B. B. McCormick & Sons, Inc.....	3/51	3/52	50,955.98
Duval.....	15	7212-105	Asp.-Cone.....	0.7	In Jacksonville.....	Jaxon Construction Co.....	12/51	2/52	14,431.68
Duval.....	5	7207-111	Retread.....	0.2	In Jacksonville.....	Jaxon Construction Co.....	12/51	2/52	10,204.49
Duval.....	211	7205-111	Asp.-Cone.....	1.3	Margaret to Bay St. in Jacksonville.....	Jaxon Construction Co.....	12/51	2/52	37,778.05
Duval.....	105	7225-111	SBST.....	6.4	5 mi. E. S.R. 5 to Fort George.....	Duval Engineering & Contracting Co.....	9/51	9/52	224,651.51
Duval.....	A1A	7210-111	Storm Sewer.....		In Atlantic Beach.....	State Forces.....	12/51	3/52	3,105.82
Duval.....	105	7225-107	Bridge and Approaches.....	2.3	Sisters Creek Bridge and Approaches.....	Duval Engineering & Contracting Co.....	2/51	98%	794,349.00
Duval.....	15	7203-107	Asp.-Cone.....		Revises Intersection of Timu Juan Road & S.R. 15.....	State Forces.....	1/52	11/52	8,876.00
Duval.....	15	7208-306	Signals.....		A.C.L. R.R. at N. Limits of Jacksonville.....	A.C.L. R.R.	7/52	0%	7,590.00
Duval.....	15	7203-108	Asp.-Cone.....		Intersection U.S. Naval Air Sta. Entrance.....	State Forces.....	8/52	11/52	10,000.00
Duval.....	10-A	7204-175	Asp.-Cone.....	0.2	Haines St. to W. end Arlington Bridge.....	Duval Engineering & Contracting Co.....	7/52	34%	206,658.00
Duval.....	10-A	7204-178	RBAC.....	4.3	E. end Arlington Bridge to S.R. 10.....	Duval Engineering & Contracting Co.....	7/51	99%	1,080,367.00
Duval.....	5	7202-275-A	Sub-Structure.....		Gilmore Street Bridge.....	Merritt, Chapman & Scott.....	5/51	99%	1,297,635.00
Duval.....	5	7202-275-B	Super-Structure.....	3.4	Gilmore Street Bridge.....	Allied Structural Steel Co.....	8/51	4%	4,526,167.00
Duval.....	10-A	7204-275-B	Bridge.....	7375 ft.	Super-Structure on Arlington Bridge.....	Bethlehem Steel Co.....	11/51	95%	8,114,383.00
Duval.....	10-A	7204-275-A	Bridge.....	7375 ft.	Sub-Structure on Arlington Bridge.....	Merritt, Chapman & Scott.....	11/51	98%	3,947,818.00
Duval.....	10-A	7204-179	RBAC.....	3.0	S.R. 10 to 1 mi. South Beach Blvd.....	Duval Engineering & Contracting Co.....	11/51	97%	933,871.00
Duval.....	115	7204-180	RBAC.....	6.5	1 mi. S. Beach Blvd. to S.R. 5 at Greenland.....	Duval Engineering & Contracting Co.....	12/51	11/52	492,799.00
Duval.....	10-A	7204-276	Grade-Pave.....	1.2	Main St. to Haines St. in Jacksonville.....	Duval Engineering & Contracting Co.....	7/52	34%	1,429,348.00
Duval.....	A1A	7224-301	Grade-Pave.....	3.4	S.R. 101 to Mayport.....	Duval Engineering & Contracting Co.....	10/52	34%	369,640.00
Duval.....	S-104	7251-150	Resurface.....	3.8	S.R. 5 to S.R. 105.....	Duval Engineering & Contracting Co.....	9/50	2/51	18,932.14
Duval.....	S-21	7252-150	Resurface.....	7.3	S.R. 228 to S.R. 115.....	Duval Engineering & Contracting Co.....	9/50	2/51	60,523.81
Duval.....	S-109	7254-150	Resurface.....	5.5	S.R. 13 to S.R. A1A.....	Duval Engineering & Contracting Co.....	11/50	2/51	22,303.94
Duval.....	S-21-E	7265-152	SBRM.....	1.0	Morse Ave.-Seaboard Ave. to Jammes Road.....	L. L. Hall Construction Co.....	1/52	9/52	24,277.00
Duval.....	S-21-F	7276-150	SBRM.....	1.0	118th St.-Center St. to S.R. 21.....	L. L. Hall Construction Co.....	1/52	9/52	23,654.00
Duval.....	S-104-A	7278-150	SBRM.....	1.5	N. Berlin Short Cut-N. Berlin Road to Dunn's Creek.....	Caddell & Jackson.....	11/51	9/52	22,031.00
Duval.....	S-21-B	7280-150	SBRM.....	1.5	Collins Road-Blanding Blvd. to Townsend Road.....	L. L. Hall Construction Co.....	1/52	7/52	36,895.00
Duval.....		7250-150	SBRM.....	5.6	Streets in Lake Forest Sub-Division.....	Duval Engineering & Contracting Co.....	9/52	12/52	30,489.00
Duval.....		7250-151	SBRM.....	0.5	Streets in Carville Park Sub-Division.....	Duval Engineering & Contracting Co.....	9/52	12/52	2,680.00
Duval.....		7250-152	SBRM.....	0.2	Helena St.-Lem Turner Road W.....	Duval Engineering & Contracting Co.....	9/52	12-52	1,079.00
Duval.....	S-21-D	7256-151	SBRM.....	0.6	Moncrief Road-S.R. 15 N.W.....	Glenn G. Searing.....	9/52	47%	9,727.00
Duval.....		7260-158	SBRM.....	0.6	Streets in Garden City.....	Glenn G. Searing.....	9/52	21%	8,032.00
Duval.....		7250-159	SBRM.....	2.4	Streets in Riverview Sub-Division.....	Glenn G. Searing.....	9/52	12%	29,724.00
Duval.....	S-101-A	7285-150	SBRM.....	1.6	Mayport Access Road to Seminole Beach Road.....	Duval Engineering & Contracting Co.....	10/52	45%	64,401.00
Escambia.....	291	4807-102	SCST.....	1.2	Jordan St. to Ferry Pass.....	Smith Engineering & Construction Co.....	2/51	10/51	191,308.20
Escambia.....		4800-150	Paving.....	4.9	County Roads in Vicinity of Pensacola.....	Ed. M. Chadbourne.....	4/52	7/52	35,063.72
Escambia.....	95	4804-104	Drainage.....		N. of Pensacola.....	State Forces.....	11/51	8/52	7,000.00
Escambia.....	292	4805-201	SCST.....	2.9	Barrancas Ave. to Pottery Road.....	Noonan Construction Co.....	5/52	57%	558,500.00
Escambia.....	S-289	4851-150	Retread.....	4.3	9th Ave. to Gull Point.....	Ed. M. Chadbourne.....	10/50	2/51	31,733.40
Escambia.....	S-292	4854-151	Resurface.....	2.5	Inertia Point to Gulf Beach Road.....	Smith Engineering & Construction Co.....	10/51	12/51	35,334.29
Escambia.....	S-289	4851-151	Resurface.....	2.2	Extend 9th Ave. Road.....	Ed. M. Chadbourne.....	10/51	11/51	17,120.00
Escambia.....	S-289-A	4855-150	Resurface.....	0.8	Goulding Cut-Off.....	Smith Engineering & Construction Co.....	8/51	10/51	7,985.68
Escambia.....	S-295-A	4856-150	Resurface.....	2.8	Old Corry Field Road.....	Smith Engineering & Construction Co.....	8/51	10/51	33,568.90
Escambia.....	S-298-A	4857-150	Resurface.....	5.6	"O" St. to S.R. 298 at Myrtle Grove.....	Smith Engineering & Construction Co.....	8/51	10/51	41,335.72
Escambia.....	S-289-B	4858-150	Resurface.....	2.0	Perry St. in East Pensacola Heights.....	Ed. M. Chadbourne.....	10/51	11/51	18,110.12
Escambia.....	S-297	4859-150	Resurface.....	1.0	Part of Lillian Cut-Off Road.....	Ed. M. Chadbourne.....	10/51	11/51	7,921.41
Escambia.....	S-296-A	4860-150	Resurface.....	2.0	Lillian Cut-Off Road to "V" Field.....	Ed. M. Chadbourne.....	10/51	11/51	11,430.75
Escambia.....	S-99	4852-250	SCST.....	8.0	Barrineau Park to S.R. 97.....	Ray Construction Co.....	1/51	12/51	169,273.26
Escambia.....	S-292	4854-150	Retread.....	12.7	Gulf Beach to Warrington.....	Smith Engineering & Construction Co.....	10/51	4/52	293,682.69

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)	
Escambia	S-296	4851-150	Retread	4.3	Brent Lane-S.R. 95 to S.R. 291	Ed. M. Chadbourne	4/52	7/52	14,912.12	
Escambia	S-399	4853-150	SBRM	1.0	Pensacola Beach Casino to 1 mi. E.	Smith Engineering & Construction Co.	2/52	90%	76,818.00	
Escambia	S-292	4854-152	Widen-Bridges	120 ft.	2 Bridges on Gulf Beach Highway	Noonan Construction Co.	10/52	30%	43,528.00	
Flagler	11	7302-202	Bridge and Approaches	0.3	Flagler Beach Bridge and Approaches	Espy Paving & Construction Co.	1/50	7/51	344,538.86	
Flagler	6	7306-101	SBRM	2.5	S.R. 305 to S.R. 11 at Cody's Corner	B. B. McCormick & Sons	8/50	9/51	70,993.75	
Flagler	S-305	7351-250	Grade	3.1	Haw Creek to Deanville	Curry & Turner Construction Co.	3/51	6/52	51,429.32	
Flagler	S-305	7351-150	Grade	2.0	Volusia Co. Line to Haw Creek	Aquila Construction Co.	2/52	7/52	60,111.06	
Franklin	65	4906-202	SBRM	7.6	S. Boundary Forest to Liberty Co. Line	L. M. Branch	8/49	12/51	231,353.55	
Franklin	30	4901-150	Sidewalk		At East Point	State Forces	10/51	12/51	12,205.26	
Franklin	30	4904-108	Grade-Pave	1.5	Relocation at Camp Gordon Johnson	Coggins & Deermont	8/51	5/52	99,859.90	
Franklin	30	4901-111	Retread	0.6	In Carrabelle	State Forces	5/52	6/52	5,547.11	
Franklin	S-385	4952-250	SCST	1.0	S.R. 30 to Box "R" Ranch	Smith Engineering & Construction Co.	10/50	2/51	16,401.66	
Franklin	S-65	4953-150	SCST	2.0	East Point to Gorrie Bridge	Faulk & Coleman	7/50	2/51	40,060.12	
Franklin	S-384	4951-250	SBRM	2.1	End of Pavement to 2 mi. N.E.	Smith Engineering & Construction Co.	10/50	2/51	44,593.74	
Franklin	S-67	4950-150	SBRM	2.8	Harbeson City to southside Crooked River	Faulk & Coleman	1/51	2/51	38,882.96	
Franklin		4955-150	SBRM	0.3	Carrabelle Beach to S.R. 30	State Forces	10/51	11/51	3,498.70	
Franklin	S-384	4951-150	SBRM	1.2	End of Job 250 to Bay City	Faulk & Coleman	11/51	7/52	31,748.56	
Franklin	S-384	4954-150	SBRM	1.2	S.R. 30 to Coopers Store in Apalachicola	Faulk & Coleman	11/51	7/52	25,324.57	
Franklin	S-67	4956-150	SBRM	0.1	S.R. 30-A to S.R. 30 in Carrabelle	Faulk & Coleman	11/51	7/52	10,341.45	
Franklin	S-65	4953-151	SBRM	1.0	S.R. 30 at Gorrie Bridge to 1 mi. N.W.	Faulk & Coleman	11/51	7/52	32,802.20	
Franklin	S-67	4950-151	Bridge	137 ft.	Crooked River Bridge and Approach	Faulk & Coleman	1/52	12/52	46,800.00	
Gadsden	10	5001-111	Rework-Widen	0.6	Through Chattahoochee	Faulk & Coleman	7/51	12/51	130,035.13	
Gadsden	12	5004-105	Signals		S.A.L. R.R. in Havana	S.A.L. R.R.	6/51	6/51	7,303.84	
Gadsden		5015-102	Paving		Farmers Market in Quincy	Doyle Pope	12/50	2/51	3,150.74	
Gadsden	10	5001-113	Widen-Shoulders		Section 5018 to Quincy	State Forces	9/51	11/51	4,450.40	
Gadsden		5015-103	SCST		Livestock Pavilion in Quincy	State Forces	11/51	7/52	6,123.20	
Gadsden		5011-105	SCST	0.8	S.R. 10 to Georgia State Line	State Forces	3/51	6/52	4,790.20	
Gadsden		5000-104	Paving	1.3	Morgan St. in Chattahoochee	State Forces	8/52	12/52	22,215.00	
Gadsden		5000-102	Paving	0.3	Streets in Greensboro	State Forces	10/52	30%	5,000.00	
Gadsden		5011-106	Surfacing		Florida State Hospital Grounds	Doyle Pope	10/52	10/52	12,000.00	
Gadsden		5050-150	SCST	2.8	Gretna to S.R. 12	Doyle Pope	10/50	7/51	46,146.59	
Gadsden		S-268	5051-250	SCST	4.9	Gretna to Quincy	Doyle Pope	9/50	7/51	100,669.46
Gadsden	S-12-A	5052-150	SCST	6.9	Havana to S.R. 157	Doyle Pope	11/50	10/51	70,731.88	
Gadsden		5053-250	SCST	4.4	3 mi. N. Ochlockonee River to Georgia Line	Doyle Pope	10/51	10/51	75,475.75	
Gadsden		S-268	5051-150	SCST	0.3	In Gretna	Doyle Pope	9/50	7/51	13,244.19
Gadsden		S-268	5051-251	SCST	11.2	Rosedale to Gretna	Coggins & Deermont	3/52	10/52	244,192.62
Gilchrist	49	3103-108	SBRM	10.3	Trenton to Bell	MacAsphalt Corp.	7/51	8/51	62,648.93	
Gilchrist	339	3103-109	SBRM	2.2	Levy Co. Line to Trenton	Jaxon Construction Co.	5/51	12/51	46,417.89	
Gilchrist	49	3103-110	SBRM	10.6	Bell to Suwannee Co. Line	MacAsphalt Corp.	7/51	8/51	47,749.22	
Gilchrist	26	3101-104	Remove Bridge	75 ft.	Bridges No. 1, 2, 3, and 4	Ives Construction Co.	2/51	4/51	19,110.25	
Gilchrist		3106-101	RBST		Service Road to Farmers Market in Trenton	John A. Benton Construction Co.	4/51	6/51	14,374.88	
Gilchrist		3103-111	Sprigging		Levy Co. Line to Trenton	L. W. Malone Contracting Co.	2/51	7/51	2,447.74	
Gilchrist		55	3104-302	Signals		A.C.L. R.R. at Fannin Springs	A.C.L. R.R.	2/51	3/51	7,049.56
Gilchrist		26	3101-106	Asp-Conc.	17.8	Levy Co. Line to Alachua Co. Line	Cone Bros. Contracting Co.	10/51	7/52	236,466.34
Gilchrist		47	3105-201	Bridge and Approaches	0.6	Santa Fe River Bridge and S. Approach	White Construction Co., Inc.	8/50	8/52	73,882.37
Gilchrist		S-340	3175-102	RBST	6.9	S.R. 341 W. of Curtis to S.R. 49 N. of Bell	Caddell & Jackson	8/49	12/51	140,079.74
Gilchrist		S-340	3153-250	RBST	4.7	S.R. 49 to Williford	Jaxon Construction Co.	3/52	11/52	111,243.82

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)	
Glades	78	0504-103	RBST	6 0	Convict Camp at Citrus Center to S.R. 25	J. W. Conner & Sons	2/51	2/52	200,727.46	
Glades	S-721	0551-151	Bridge	180 ft.	Indian Prairie Canal Bridge	Ryan Construction Co.	1/51	9/51	37,163.95	
Glades	S-721	0551-251	SBRM	15.4	Harney Pond to Highlands Co. Line	J. D. Manly Construction Co.	1/52	9/52	182,149.48	
Gulf	71	5102-302	Signals		A. & N. R.R. at Port St. Joe	Signal Construction Co.	6/51	8/51	4,463.76	
Gulf	30	5101-202	SBRM	0 6	S. to N. Limits-Port St. Joe	Coggins & Deernont	6/50	5/51	115,748.57	
Gulf	71	5102-111	SCST	1 0	In Wewahitchka	Coggins & Deernont	12/50	12/51	83,469.51	
Gulf	30	5101-302	Signals		A. & N. R.R. in Port St. Joe	Signal Construction Co.	6/51	8/51	4,912.14	
Gulf	22	5103-104	Rework-Widen	0 1	S.R. 71 to 600 ft. W.	Coggins & Deernont	12/50	12/51	13,430.36	
Gulf	30	5101-105	Rework-Widen	0 6	A. & N. R.R. to S.R. 382 in Port St. Joe	Faulk & Coleman	1/51	11/51	111,216.79	
Gulf	30	5101-106	Sidewalk		In Port St. Joe	Geo. G. Tapper Co.	7/51	11/51	12,197.98	
Gulf	71	5102-113	Sidewalk		In Wewahitchka	Geo. G. Tapper Co.	7/51	11/51	22,049.68	
Gulf	72	5103-105	Sidewalk		In Wewahitchka	Geo. G. Tapper Co.	7/51	11/51	7,405.64	
Gulf	22-A	5100-104	SCST	1 3	In Wewahitchka-S.R. 22 to S.R. 71	Geo. G. Tapper Co.	4/52	9/52	42,752.81	
Gulf	386	5104-102	Steel Barge	256 ft.	Replace Barge at Overstreet	State Forces	1/2	4/52	32,174.77	
Gulf	30	5101-107	SBRM	1 4	Relocation at Highland View	Doyle Pope	6/51	9/52	126,033.00	
Gulf		5106-101	Pave	1 0	S.R. 30 to Constitution Monument	Geo. G. Tapper Co.	10/52	83%	100,449.00	
Gulf	S-22	5151-250	SBRM	2 1	S.R. 71 to Lake Grove Road	Geo. G. Tapper Co.	12/50	12/51	114,538.11	
Gulf	S-30-B	5157-150	SBRM	2 9	S.R. 30 to Indian Pass	Geo. G. Tapper Co.	1/52	9/52	102,412.01	
Gulf	30	5101-106	SCST	1 1	Constitutional Drive	Geo. G. Tapper Co.	12/52	12/52	144,108.00	
Gulf		5106-102	Bridge	40 ft	Monument Ave.-Port St. Joe	Geo. G. Tapper Co.	12/52	0%	20,184.00	
Hamilton	6	3205-201	SBRM	1 0	Withlacoochee River Bridge, Relief Bridge, and Approaches	Wainer Construction Co.	12/49	6/51	247,584.01	
Hamilton		135	3202-202	RBST	7 1	S.R. 6 to 7 mi. S.	Duval Engineering & Contracting Co.	3/50	1/51	153,344.93
Hamilton	25	3201-205	RBST	5 9	White Springs to Genoa	J. D. Manly Construction Co.	1/51	9/51	165,379.84	
Hamilton	6	3206-105	SBRM	0 8	S.R. 135 to Suwannee River	Wainer Construction Co.	10/50	5/51	37,512.35	
Hamilton		100-A	3209-150	Cattle Guards	In Stephen Foster Memorial	State Forces	7/50	12/51	2,021.29	
Hamilton	S-51	3251-250	RBST	5 9	1 mi. N. Jasper to Georgia State Line	S. M. Wall	2/51	8/51	145,335.79	
Hamilton	S-141	3252-250	RBST	8 0	S.R. 6 to S.R. 25	S. M. Wall	1/52	9/52	173,334.00	
Hamilton		3200-151	SBRM		S.R. 25 to S.R. 100 in Jasper	State Forces	6/52	7/52	4,000.00	
Hardee	64	0603-201	RBST	~ 8 6	S.R. 650 to Highlands Co. Line	Cone Bros. Construction Co.	11/50	8/51	279,871.59	
Hardee		0606-105	Paving		Wauchula Farmers Market	Campbell Paving Co.	4/51	5/51	16,485.29	
Hardee		0607-101	RBST	4.9	4.5 mi. S. Oma to S.R. 64 at Oma	W. L. Cobb Construction Co.	1/52	5/52	74,962.50	
Hardee		0607-102	RBST	2 3	Oma Cattle Station	W. L. Cobb Construction Co.	1/52	5/52	62,612.37	
Hardee	S-664	0652-250	RBST	1.6	Bowling Green to 1.637 mi. W.	Campbell Paving Co.	5/51	8/51	22,692.10	
Hardee	S-664-A	0652-251	RBST	3 1	1.637 mi. W. Bowling Green to 3.131 mi. W.	Campbell Paving Co.	5/51	8/51	37,270.63	
Hardee	S-66	0655-150	RBST	7.3	Zolfo Springs to 7.6 mi. S.E.	John H. Benton Construction Co.	1/52	4/52	127,708.27	
Hendry		25-80	0703-106	Asp.-Conc.	2 4	Clewiston to Palm Beach Co. Line	Rubin Construction Co.	9/51	9/51	23,924.92
Hendry		80-25	0703-201	RBST	8 8	All of Section 0703-except in Clewiston	John A. Benton Construction Co.	3/51	2/52	303,631.96
Hendry		80	0701-107	RBST	9 7	S.R. 25 W.	J. W. Conner & Sons	4/52	73%	679,579.00
Hendry		S-832	0752-152	Grade	3 0	S.R. 833 to 3 mi. W.	Brineo, Inc.	1/52	4/52	58,486.12
Hendry	S-29-A	0754-150	MBST	0 5	S.R. 80 to S.R. 29 in LaBelle	W. L. Cobb Construction Co.	2/52	4/52	6,820.37	
Hendry	S-832	0755-150	MBST	0 4	S.R. 80 to Levee in Clewiston	W. L. Cobb Construction Co.	2/52	4/52	29,351.77	
Hendry	S-832	0753-250	Grade	4 9	Clewiston to 3 mi. S.	R. H. Wright & Sons	3/51	2/52	174,952.68	
Hernando		700	0808-101	RBST	10.1	Brooksville to Citrus Co. Line	MacAsphalt Corp.	7/49	2/51	629,547.35
Hernando		50	0807-301	Overpass	198 ft.	A.C.L. R.R. at Rital	A. F. Rich Construction Co.	6/50	6/51	103,780.70
Hernando		50	0807-201	Grade	5 3	S.R. 41 to Withlacoochee River	A. F. Rich Construction Co.	6/50	7/51	54,071.49
Hernando		700	0808-103	Retread	2 8	S.R. 45 at Brooksville to 3 mi. N.W.	A. F. Rich Construction Co.	9/50	6/51	135,838.38
Hernando		50	0804-107	Sprigging	6 6	S.R. 55 to Bayport	L. W. Malone Contracting Co.	11/50	6/51	10,953.30

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Com- pleted	Cost (Contract or Estimated)
Hernando	50	0804-108	Headwalls		S.R. 55 to Bayport	J. W. Conner & Sons	9/50	4/51	6,267.41
Hernando	700	0808-104	Sprigging	10.1	3 mi. N.W. Brooksville to Citrus Co. Line	L. W. Malone Contracting Co.	11/50	6/51	14,536.40
Hernando	700	0808-105	Headwalls		3 mi. N.W. Brooksville to Citrus Co. Line	J. W. Conner & Sons	9/50	4/51	20,725.54
Hernando	50	0805-105	Retread	1.1	Job 0808-103 to 0805-201 in Brooksville	Cone Bros. Construction Co.	2/51	9/51	228,056.52
Hernando	700	0808-106	Signals		S.A.L. R.R. W. of Brooksville	S.A.L. R.R.	3/51	3/51	5,374.66
Hernando	50	0804-110	SRBM	6.4	Weekiwachee Springs to Wiscon	A. F. Rich Construction Co.	2/51	11/51	402,090.46
Hernando	700	0808-107	SRBM	2.0	Job 0808-103 N.W. to S.A.L. R.R.	A. F. Rich Construction Co.	4/51	7/51	82,809.49
Hernando	50	0807-107	Asp.-Cone	5.7	S.R. 41 to Withlacoochee River	A. F. Rich Construction Co.	5/51	9/51	90,381.45
Hernando	700	0808-109	Asp.-Cone	2.8	S.R. 45 at Brooksville to 3 mi. N.W.	A. F. Rich Construction Co.	6/51	7/51	41,313.93
Hernando	50	0804-109	Wayside Park		At Bayport	State Forces	7/50	/51	30,255.96
Hernando	50	0804-106	RBST	4.9	Wiscon to Brooksville	A. F. Rich Construction Co.	5/51	5/52	415,134.64
Hernando	50	0807-106	Retread	0.5	Withlacoochee River to 3. R. 3	A. F. Rich Construction Co.	4/51	1/52	86,970.67
Hernando	700	0808-301	Signals		S.A.L. R.R. 4.5 mi. N.W. Brooksville	S.A.L. R.R.	3/52	4/52	5,734.25
Hernando	491	0809-101	RBST	3.1	S.R. 700 to Citrus Co. Line	J. W. Conner & Sons	1/52	8/52	159,098.98
Hernando	595	0800-150	RBST	6.6	Weekiwachee River to S.R. 50	A. F. Rich Construction Co.	2/52	5/52	96,005.83
Hernando	700-A	0811-101	SC Base	1.0	S.R. 700 along North St. to Bell, S. on Bell 890 ft.	A. F. Rich Construction Co.	9/51	6/52	47,204.44
Hernando	50	0808-104	Retread	4.0	S.R. 0807 to Sumter Co. Line	Cone Bros. Construction Co.	10/51	10/52	337,852.27
Hernando	50	0807-105	Retread	2.6	S.R. 39 to S.R. 575	Cone Bros. Construction Co.	10/51	10/52	199,866.30
Hernando	700-A	0811-102	Retread	1.0	S.R. 700 E. and S.	A. F. Rich Construction Co.	3/52	6/52	2,965.00
Hernando	55	0802-107	Rework-Widen	10.0	Pasco Co. Line to 10 mi. N.	A. F. Rich Construction Co.	3/52	10/52	506,245.28
Hernando	55	0802-108	Asp.-Cone	10.0	N. of Weekiwachee Springs	A. F. Rich Construction Co.	7/52	78%	219,890.00
Hernando	50	0804-111	Dredging		Between Bayport and S.R. 595	Laguna Corp.	9/52	11/52	20,156.00
Hernando	595	0813-103	Dredging		Between Pasco Co. Line and Pine Island	Laguna Corp.	9/52		20,156.00
Hernando		0800-106	RBST	0.7	S. Main St. in Brooksville	Cone Bros. Construction Co.	11/52	28%	75,822.00
Hernando	45	0801-113	RBST	0.7	Howell Ave. in Brooksville	Cone Bros. Construction Co.	11/52	0%	28,130.00
Hernando	50	0805-106	Signals		S.A.L. R.R. in Brooksville	S.A.L. R.R.	7/52	0%	10,478.00
Hernando	41	0805-107	Rework-Widen	5.4	Pasco Co. Line to S.R. 50	J. D. Manly Construction Co.	7/52	12/52	60,780.00
Hernando	S-476	0850-151	RBST	0.7	Jones (Kitchens Corner) to S.A.L. R.R.	A. F. Rich Construction Co.	4/50	6/51	40,996.51
Hernando	S-476	0850-152	RBST	5.3	S.R. 45 to Sumter Co. Line	J. W. Conner & Sons	4/50	6/51	147,302.98
Hernando	S-581	0854-150	RBST	2.1	S-476 to Citrus Co. Line	J. W. Conner & Sons	7/50	2/51	28,327.53
Hernando	S-572	0855-150	Retread	1.4	S.R. 45 to Powell Station	J. W. Conner & Sons	7/50	6/51	166,427.60
Hernando	S-39	0853-150	Grade-Base	2.5	Pasco Co. Line to S.R. 50 at Rital	A. F. Rich Construction Co.	12/50	12/51	143,262.64
Hernando	S-476	0850-101	RBST	4.0	1½ mi. E. S.R. 491 to Lake Lindsey and Seet. at Nobleton	Campbell Paving Co.	7/51	9/51	24,588.69
Hernando	S-572	0855-101	Asp.-Cone	1.4	Nobleton	A. F. Rich Construction Co.	6/51	7/51	9,776.20
Hernando	S-39	0853-102	Retread	2.8	S.R. 45 to Powell Station	A. F. Rich Construction Co.	10/51	12/51	42,564.68
Hernando	S-476	0850-301	Signals		Pasco Co. Line to S.R. 50	A.C.L. R.R. W. of Nobleton	9/52	9/52	11,736.88
Hernando	S-581	0852-150	RBST	4.6	S.R. 572 to Brooksville	A. F. Rich Construction Co.	3/52	9/52	53,115.48
Hernando	S-581	0852-151	RBST	4.1	Pasco Co. Line to S-572	W. L. Cobb Construction Co.	9/52	16%	66,093.00
Hernando	S-578	0856-150	SRBM	1.5	S.R. 45 to 1½ mi. W.	W. L. Cobb Construction Co.	9/52	71%	12,876.00
Highlands	700	0904-304	Signals		A.C.L. R.R. at Avon Park	A.C.L. R.R.	4/51	5/51	9,643.73
Highlands	64	0908-201	RBST	3.1	Hardee Co. Line to Avon Park	Cone Bros. Construction Co.	5/50	8/51	141,946.86
Highlands		0900-103	Clearing		4-H Club near Lake Francis	Okeechobee Construction Co.	5/50	6/51	7,155.76
Highlands	700	0951-150	SRBM	6.4	Lorida to Fort Bassenger	W. H. Armstrong Co., Inc.	5/50	4/51	143,771.80
Highlands	700	0951-151	Grade	6.9	Fort Bassenger to 6.8 mi. N.W.	J. W. Conner & Sons	12/50	6/51	188,112.04
Highlands	700	0951-301	Signals		S.A.L. R.R. at Lorida	S.A.L. R.R.	1/52	3/52	13,483.64
Highlands	700	0951-201	SRBM	13.2	Lorida to Fort Bassenger	Ewell Engineering & Contracting Co.	8/51	6/52	300,523.83
Highlands	700	0911-108	Bridge and Approaches	0.3	Kissimmee River Bridge	Powell Bros.	2/52	64%	225,963.00
Highlands	S-721	0956-201	SRBM	1.1	Glades Co. Line to Brighton	J. D. Manly Construction Co.	1/52	9/52	18,663.10
Hillsborough	600	1013-104	Fenders		Gandy Bridge	Bay Dredging & Construction Co.	11/50	3/51	28,174.95
Hillsborough	60	1014-105	Fenders		Davis Causeway Bridge	Bay Dredging & Construction Co.	11/50	3/51	27,324.84

Of

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Hillsborough	60	1008-109	Resurface	0.4	In Tampa.....	Cone Bros. Construction Co.	12/50	1/51	9,055.41
Hillsborough	45	1025-103	Resurface	1.3	In Tampa.....	Cone Bros. Construction Co.	12/50	1/51	31,537.46
Hillsborough	676	1025-150	Asp.-Conc.	3.2	S.R. 43 to S.R. 45.....	Cone Bros. Construction Co.	4/51	8/51	40,948.22
Hillsborough	685	10 2-105	Resurface	1.7	S.R. 600 to Hillsborough River.....	Cone Bros. Construction Co.	1/51	2/51	31,098.64
Hillsborough	685	1008-110	Resurface	1.0	Gandy Boulevard.....	Cone Bros. Construction Co.	12/50	2/51	15,474.56
Hillsborough	45	1004-105	Resurface	3.2	S.R. 60 to S.R. 580.....	Cone Bros. Construction Co.	3/51	8/51	63,592.88
Hillsborough	60	1008-111	Resurface	1.3	S.R. 585 to E. Limits of Tampa.....	Cone Bros. Construction Co.	3/51	8/51	26,155.01
Hillsborough	41	1021-105	Asp.-Conc.	5.5	Clarkwild N.....	Cone Bros. Construction Co.	5/51	6/51	77,046.05
Hillsborough	589	1000-115	Asp.-Conc.	0.5	S.R. 600 to 1½ mi. E.....	Cone Bros. Construction Co.	3/52	5/52	13,335.63
Hillsborough	674	1012-104	Bridges.....	575 ft.	Wimauma to Polk Co. Line.....	Ryan Construction Co.	10/50	1/52	161,943.66
Hillsborough	60	1014-106	Bridge	46 ft.	On Davis Causeway.....	Clyde J. Keys	5/51	4/52	228,005.15
Hillsborough	60	1014-107	Bridge	46 ft.	Bridge No. 64 and Approaches.....	Clyde J. Keys	9/51	4/52	72,045.34
Hillsborough		1005-101	Paving		West Florida Sanatorium at Tampa.....	Cone Bros. Construction Co.	1/52	4/52	62,611.15
Hillsborough	585	1025-105	Retread	0.5	S.R. 60 to S.R. 589.....	Cone Bros. Construction Co.	3/52	5/52	12,384.47
Hillsborough	600	1013-175	Borings		New Gandy Bridge.....	Duval Engineering & Contracting Co.	5/52	6/52	10,820.64
Hillsborough	45	1006-203	Bridge	1055 ft.	Alafair River Bridge and Approaches.....	Cleary Bros. Construction Co.	9/51	10/52	51,884.76
Hillsborough	60	1011-202	Grade-Pave	1 6	Adamo Drive-S.R. 45 to S.R. 43.....	Cone Bros. Construction Co.	4/52	70%	676,181.00
Hillsborough	60	1011-106	Signals		S.A.L. R.R. at Hopewell.....	S.A.L. R.R.	7/52	0%	5,691.00
Hillsborough	600	1003-109	Asp.-Conc.	0.5	S.R. 600 to S.R. 574 in Plant City.....	MacAsphalt Corp.	11/52	11/52	3,450.00
Hillsborough	574	1009-111	Asp.-Conc.	1.2	Alexander St. to S.A.L. R.R. Plant City.....	MacAsphalt Corp.	11/52	11/52	17,272.00
Hillsborough	600	1010-105	Asp.-Conc.	0.7	Collins to Reynolds St. in Plant City.....	MacAsphalt Corp.	11/52	11/52	6,284.00
Hillsborough	S 587	1052-250	SBRM	8.0	Armenia & Waters to 9 mi. N.W.....	Cone Bros. Construction Co.	12/50	4/51	253,600.67
Hillsborough	S 587	1052-350	Signals		S.A.L. R.R. at Mullins City.....	S.A.L. R.R.	7/51	12/51	4,722.04
Hillsborough	60	1014-004	Dredging		Along Courtney Campbell Parkway.....	Laguna Corp.	2/52	5/52	15,000.00
Hillsborough	S 587	1052-251	Retread	5.0	Citrus Park N.....	Cone Bros. Construction Co.	2/52	5/52	132,500.00
Hillsborough	S 579	1 57-150	RBST	1.0	S. of Wimauma.....	Cone Bros. Construction Co.	11/51	4/52	30,050.00
Hillsborough		1058-150	Bridge	105 ft.	Bakers Creek Bridge.....	Cone Bros. Construction Co.	4/52	7/52	18,069.00
Hillsborough	S-587-A	1052-150	Retread	0 6	On Armenia Ave.....	Cone Bros. Construction Co.	8/52	10/52	11,768.00
Hillsborough	S-574-A	1056-151	Grade-Pave	0 5	On Buffalo Ave. in Tampa.....	Cone Bros. Construction Co.	7/52	72%	51,145.00
Hillsborough	S-579	1057-151	SBRM	1 6	Manatee Co. Line N.....	J. W. Conner & Sons	10/52	83%	27,581.00
Hillsborough	S 582	1062-150	Bridge and Approaches	0.1	Flint Creek Bridge.....	Cone Bros. Construction Co.	10/52	80%	18,916.00
Hillsborough	600	1013-904	Bridge Repairs		Gandy Bridge Structure.....	Gunnitt Assoc.	12/52	0%	377,300.00
Hillsborough	43	1026-201	Asp.-Conc.	6.2	From S.R. 600 N. to S.R. 41.....	Cone Bros. Construction Co.	12/52	0%	658,174.00
Holmes	2	5205-108	Bridges	1075 ft.	Choctawhatchee River Bridge.....	Coggins & Deermont	11/50	3/52	246,183.39
Holmes	2	5205-109	Paving	3.0	Choctawhatchee River Bridge Approaches.....	Doyle Pope	1/52	4/52	31,615.50
Holmes	10	5201-204	Rebuild	7.8	Washington Co. Line to Holmes Creek.....	Smith Engineering & Construction Co	10/52	10%	455,158.00
Holmes	S-179-A	5251-150	SCST	6 0	S.R. 10 at Westville to 6 mi. N.W.....	Coggins & Deermont	12/50	7/51	117,035.99
Holmes	S-173	5252-150	SCST	4 1	Bonifay to 4.2 mi. N.W.....	Faulk & Coleman	12/50	7/51	90,262.52
Holmes	S-173	5252-150	SCST	4 6	5 mi. N. Bonifay to 3 mi. S. of S.R. 2	R. H. Strickland	7/51	4/52	89,737.32
Holmes	S-179 A	5251-151	SCST	5 6	6 mi. W. of Westville to Barkers Store	Coggins & Deermont	2/52	7/52	117,267.22
Indian River	502	8803-104	Bridge	1514 ft.	Relocation of Indian River Bridge.....	Cleary Bros. Construction Co.	2/50	5/51	574,186.05
Indian River	5	8801-302	OP and Approaches	0.9	St. Lucie Co. Line to 0.9 mi. N.....	Powell Bros., Inc.	8/50	7/51	245,047.08
Indian River	502	8803-201	RBST	1.0	Approach to Indian River Bridge at Vero Beach.....	Cleary Bros. Construction Co.	2/50	5/51	116,105.81
Indian River	512	8802-102	Grade	3.2	End Job 201 to Fellsmere.....	Cruze	7/50	3/51	65,301.44
Indian River	60	8806-109	Bridge	345 ft.	Bridge No. 30.....	Cleary Bros. Construction Co.	8/50	3/51	54,279.59
Indian River	512	8802-103	MBST	6.8	S.R. 60 to 6.838 mi. N.....	J. D. Manly Construction Co.	11/50	1/51	39,744.22
Indian River	A1A	8807-250	SBRM	7.1	S. Lucie Co. Line to S.R. 502.....	L. H. Hall Construction Co.	8/50	10/51	221,428.36
Indian River	502	8803-105	Asp.-Conc.	1.2	S.R. 5 to Vero Beach Bridge.....	Jaxon Construction Co.	9/51	10/51	19,694.40
Indian River	60	8806-112	Asp.-Conc.	1.1	27th Ave. to S.R. 5 in Vero Beach.....	Jaxon Construction Co.	9/51	9/51	33,984.29
Indian River	502	8803-106	Wayside Park		At East Coast Canal Bridge.....	State Forces	9/51	12/51	32,790.15
Indian River	5	8801-109	Asp.-Conc.	2 6	S. of N. Limits-Vero Beach.....	R. H. Wright & Son	5/52	78%	785,824.00

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Indian River	60	8806-111	Asp.-Cone.	0.5	F.E.C. R.R. to S.R. 5 in Vero Beach	R. H. Wright & Son	2/52	77%	120,276 00
Indian River	60	8808-101	Asp.-Cone.	1.0	S.R. 5 to S.R. 502	R. H. Wright & Son	3/52	83%	157,501 00
Indian River	S-611	8852-150	Retread	5.5	St. Lucie Co. Line to S.R. 60	L. L. Hall Construction Co.	11/50	11/51	128,892 19
Indian River	S-505	8853-250	RBST	7.5	S.R. 60 to S.R. 510	L. L. Hall Construction Co.	1/51	11/51	145,945 24
Indian River	S-510	8851-150	MBST	1.8	N. Limits Vero Beach to Brevard Co. Line	S. F. McKenzie Co.	3/52	10/52	89,258 80
Indian River	S-512	8854-103	SBRM	3.2	End of Job 201 to Fellsmere	L. L. Hall Construction Co.	4/52	99%	47,880 00
Jackson	10	5302-206	SCST	9.7	Cypress to Sneads	H. E. Wolfe Construction Co.	9/50	8/51	533,269 08
Jackson		5300-112	SCST		Roads to Apalachee Correctional Institute	State Forces	9/51	10/51	5,048 31
Jackson		5300-109	SCST	1.0	Access Road to Prison Camp at Florida State Hospital				
Jackson	109	5308-103	SCST	0.6	Hospital				
Jackson		5300-150	SCST	0.7	S.R. 2 to S.R. 77 in Graceville	State Forces	10/49	2/51	9,539 12
Jackson		5300-151	SCST	0.4	Access Road to Sneads School	Coggins & Deermont	10/51	4/52	41,665 66
Jackson		5300-152	SCST	0.4	Access Road to Malone School	Coggins & Deermont	12/51	10/52	52,268 90
Jackson	271	5300-111	SCST	1.7	Access Road to Marianna School	Coggins & Deermont	12/51	10/52	19,754 79
Jackson	S-167	5352-250	SCST	5.0	Jackson Co. Power Plant Road	Coggins & Deermont	7/52	11/52	48,344 81
Jackson	S-162	5353-151	Bridge	18 ft	Dry Creek to S.R. 276	Beacon Supply Co., Inc.	3/51	12/51	34,170 00
Jackson	S-167	5352-251	SCST	0.1	Bridge at Galliee Church	State Forces	3/51	7/51	91,590 21
Jackson	S-276	5354-150	SCST	0.6	Dry Creek to Job 5352 250	Beacon Supply Co., Inc.	3/51	10/52	5,365 73
Jackson	S-167	5352-252	SCST	8.9	Washington Co. Line to Alford	Florida Asphalt Paving Co.	7/52	10/52	74,072 33
Jackson	165	5309-904	Retreatment	7.2	Calhoun Co. Line to Dry Creek	Coggins & Deermont	5/52	75%	33,392 62
Jackson	10	5302-102	Signal on Bridge		Greenwood to Alabama State Line	State Forces	7/52	7/52	228,355 00
Jackson					Signals on Chattahoochee River Bridge	State Forces	4/52	10/52	10,000 00
Jefferson	57	5403-301	Overpass	300 ft.	Drifton Overpass	Fairchild & Carter	6/50	6/51	109,301 54
Jefferson	146	5410-201	SCST	7.0	Monticello to 7 mi. N.E.	Marion Construction Co.	2/50	1/51	174,207 24
Jefferson	57	5403-107	SCST	1.1	Detour to Drifton Overpass	Fairchild & Carter	7/50	5/51	6,467 12
Jefferson	30	5411-102	Bridge	1015 ft.	Aucilla River Bridge	Peterson & Earnhardt	6/51	8/52	180,952 60
Jefferson	10	5401-205	Widen-Resurface	9.1	Monticello to Aucilla River	Faulk & Coleman	10/51	10/52	610,142 95
Jefferson	30	5411-103	SBRM	7.4	Wakulla Co. Line to Aucilla River	Faulk & Coleman	2/51	/82	443,600 00
Jefferson	10	5401-107	Widening	5.6	Leon Co. Line to Monticello	State Forces	6/52	8/52	47,870 00
Jefferson	30	5411-104	Fencing		Wakulla Co. Line to 7 1/2 mi. E	A. F. Rich Construction Co.	10/52	0%	24,573 00
Jefferson	S-146	5450-250	SCST	7.3	7 mi. E. of Monticello to S.R. 55 at Ashville	Marion Construction Co.	10/50	9/51	194,718 86
Jefferson	S-257	5451-250	SCST	7.9	Aucilla River to Lamont	Fairchild-Florida Corp.	9/52	50%	260,699 00
Lafayette	20	3301-201	SBRM	0.6	Taylor Co. Line E.	J. H. Craggs Construction Co.	12/49	2/51	1,597 88
Lafayette	S-53	3352-250	RBST	4.0	S.R. 20 to 4 mi. W.	White Construction Co., Inc.	10/50	3/51	56,953 98
Lafayette	S-357	3353-150	RBST	3.1	Dixie Co. Line to S.R. 51 at Cooks Hammock	Fairchild-Florida Corp.	11/51	8/52	94,129 52
Lafayette	S-251-A	3355-150	RBST	1.8	S.R. 20 in Mayo to Bethel Cemetery	Fairchild-Florida Corp.	4/52	10/52	47,670 89
Lafayette	S-354	3356-150	RBST	3.5	N. and S. from S.R. 20	V. E. Whitehurst & Sons	3/52	10/52	83,261 54
Lafayette	S-251	3357-150	RBST	3.4	N.W. of Mayo to Mayo Junction	Caddell & Jackson	11/52	13%	38,948 00
Lafayette	S-251	3354-150	RBST	2.0	W. of Mayo N. 2 mi.	Caddell & Jackson	11/52	0%	25,472 00
Lake	50	1107-107	Asp.-Cone	4.3	Sumter Co. Line to Mascotte	J. D. Manly Construction Co.	1/51	8/51	282,336 87
Lake	19	1119-201	Grade	9.6	S.R. 445 to Marion Co. Line	Caddell & Jackson	2/50	2/51	143,663 21
Lake	25	1120-205	Asp.-Cone	9.5	N. of Minneola to 9.5 mi. N.W.	Polk Construction Co.	3/50	9/51	572,612 49
Lake	19	1119-102	SBRM	9.6	S.R. 445 to Marion Co. Line	J. D. Manly Construction Co.	4/51	8/51	180,856 15
Lake	459	1108-104	RBST	4.7	Howey-in-the-Hills to Tavares	W. H. Armstrong Co., Inc.	12/50	3/51	157,848 97
Lake	459	1108-105	Asp.-Cone	4.7	Howey-in-the-Hills to 19 S. of Tavares	J. D. Manly Construction Co.	10/51	12/51	80,394 67
Lake	50	1107-105	Asp.-Cone	4.7	Groveland to Clermont	J. D. Manly Construction Co.	1/51	4/52	521,964 02
Lake	48	1106-107	Remove Bridge		Little Lake Harris Bridge	State Forces	11/51	4/52	22,501 88
Lake	50	1102-104	Asp.-Cone	2.3	Groveland to Mascotte	J. D. Manly Construction Co.	1/51	1/52	146,195 19
Lake	500	1101-207	Asp.-Cone	3.0	Relocation S.R. 500 in Leesburg	J. D. Manly Construction Co.	9/51	3/52	278,999 77

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Locat' on	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)	
Lake.....	50	1107-201	RBST.....	0.1	Sumter Co. Line to 0.055 mi. E.....	Cone Bros. Construction Co.....	8/50	2/52	4,272.96	
Lake.....	50	1107-202	Asp.-Cone.....	5.2	Clermont to Orange Co. Line.....	H. E. Wolfe Construction Co.....	4/51	8/52	502,890.87	
Lake.....	50	1107-203	Asp.-Cone.....	0.1	Sumter Co. Line to 0.055 mi. E.....	A. F. Rich Construction Co.....	4/52	5/52	786.48	
Lake.....	48	1106-108	Asp.-Cone.....	8.2	Okahumpka to Howey-in-the-Hills.....	Marion Construction Co.....	6/52	8/52	90,161.90	
Lake.....	50	1107-108	Bridge.....	190 ft.	W. of Clermont.....	Ryan Construction Co.....	5/52	99%	32,794.00	
Lake.....	19	1109-150	Asp.-Cone.....	1.1	S. Limits Tavares to S.R. 500 in Tavares.....	J. D. Manly Construction Co.....	10/52	36%	71,899.00	
Lake.....	S-565	1152-150	SCST.....	8.5	Bay Lake to Mascotte.....	Caddell & Jackson.....	7/50	1/51	133,768.07	
Lake.....	S-437	1151-150	RBST.....	6.3	Orange Co. Line to S.R. 44.....	Caddell & Jackson.....	2/51	9/51	102,175.47	
Lee.....	45	1201-201	Bridges-Paving.....	2.6	Replace 18 Timber Bridges S. of Fort Myers.....	J. W. Conner & Sons.....	10/50	7/51	324,763.77	
Lee.....	867	1204-106	Replace Bridges.....	146 ft.	Bridges S. of Fort Myers.....	J. W. Conner & Sons.....	10/50	7/51	32,055.71	
Lee.....	78	1206-110	RBST.....	0.4	Pine Island Camp Realignment.....	E. H. Holcomb, Jr.....	1/51	6/51	42,003.91	
Lee.....	45	1201-115	Widen-Bridges.....	300 ft.	Fort Myers to Charlotte Co. Line.....	Ryan Construction Co.....	8/50	2/51	52,168.71	
Lee.....	80	1202-202	Retread.....	2.1	A.C.L. R.R. E. of Fort Myers to 2,124 mi. E.....	W. L. Cobb Construction Co.....	11/51	7/52	660,872.26	
Lee.....	80	1202-203	Retread.....	0.8	Job 1202-202 to 1202-201.....	W. L. Cobb Construction Co.....	11/51	7/52	74,203.58	
Lee.....	80	1202-110	Move Signals.....		A.C.L. R.R. at Fort Myers.....	A.C.L. R.R.....	1/52	2/52	8,000.00	
Lee.....	S-867	1255-150	SBRM.....	3.5	End of Pavement on Sanibel Island to 3.5 mi. N.W.....	B. B. Stewart.....	1/52	6/52	80,406.53	
Lee.....	S-767	1254-250	SBRM.....	2.8	S.R. 78 to 2.6 mi. S.....	W. L. Cobb Construction Co.....	3/52	8/52	88,104.81	
Lee.....	S-865	1253-150	SBST.....	2.0	Estero Island to S.R. 867.....	Brinson Construction Co.....	10/51	7/52	95,096.02	
Lee.....	S-867	1255-250	SBRM.....	4.0	On Sanibel Island.....	Belcher Oil Co.....	10/52	59%	84,528.00	
43	Leon.....	61	5512-104	Asp.-Cone.....	3.4	S.R. 369 to S.R. 363.....	Faulk & Coleman.....	10/50	2/51	121,225.00
	Leon.....	20	5507-107	Rework-Widen.....	10.0	S.A.L. Overpass to 10 mi. W.....	Faulk & Coleman.....	1/51	4/51	206,802.49
	Leon.....		5518-121	Grade.....		Florida A. & M. College Dairy.....	State Forces.....	10/51	10/51	994.88
	Leon.....		5518-120	SCST.....		Streets at F.S.U.....	State Forces.....	8/51	10/51	8,093.51
	Leon.....	20	5507-108	Widen-Resurface.....	9.9	Jackson Bluff to 10 mi. E.....	Faulk & Coleman.....	4/51	4/52	231,986.56
	Leon.....	366	5509-105	Storm Pipe.....		Pensacola St. in Tallahassee.....	Jack Culpepper.....	2/52	4/52	14,289.74
	Leon.....	20	5507-109	Mulch Shoulders.....		Ochlockonee River to 10 mi. E.....	State Forces.....	3/52	4/52	6,564.80
	Leon.....		5518-124	SCST.....		Parking Area at Mayo Building.....	State Forces.....	8/52	10/52	640.39
	Leon.....	158	5529-101	SCST.....	2.3	S.R. 10 to T.B. Hospital.....	State Forces.....	1/52	12/52	40,000.00
	Leon.....	10	5502-107	Widening.....	4.5	Jefferson Co. Line W.....	State Forces.....	10/52	10/52	33,121.00
	Leon.....	S-59	5551-250	SCST.....	6.1	Miccosukee to Georgia State Line.....	Moneghan.....	10/50	7/51	115,165.32
	Leon.....	S-260	5561-101	SCST.....	3.6	Silver Lake to S.R. 20.....	Faulk & Coleman.....	4/52	6/52	91,172.52
	Leon.....	S-158	5559-150	SCST.....	6.4	S.R. 10 to S-154 (Buck Lake Road).....	Faulk & Coleman.....	1/52	8/52	161,200.00
	Leon.....	S-375	5560-250	SBRM.....	8.3	Wakulla Co. Line to S.R. 20.....	Leon Construction Co.....	12/51	11/52	301,114.00
Levy.....	40	3410-105	RBST.....	3.1	Port Ingles to Yankeetown.....	J. W. Conner & Sons, Inc.....	1/51	3/51	44,068.49	
	49	3402-102	Sprigging.....		S.R. 55 to Gilchrist Co. Line.....	L. W. Malone Contracting Co.....	2/51	7/51	11,286.24	
	55	3405-305	Signals.....		A.C.L. R.R. in Chiefland.....	A.C.L. R.R.....	7/52	7/52	12,517.50	
	S-335	3452-250	Stabilize Grade.....		Lebanon Station to Williston.....	White Construction Co., Inc.....	2/52	10/52	168,416.66	
	S-335	3452-251	RBST.....	11.0	8.2 mi. N.E. Lebanon Station to Williston.....	W. L. Cobb Construction Co.....	5/52	9/52	190,799.33	
	S-339	3453-250	SBRM.....	10.4	S.R. 500 to Gilchrist Co. Line.....	Cone Bros. Construction Co.....	9/52	38%	150,164.00	
	65	5604-203	SBRM.....	11.4	Franklin Co. Line to Wilma.....	Moneghan.....	6/50	10/51	163,015.44	
	12	5602-107	Resurface.....	12.1	Bristol to Gadsden Co. Line.....	A. F. Rich Construction Co.....	10/51	11/51	125,328.85	
	67	5606-102	Shoulders.....	8.2	N. Boundary Forest to Telogia.....	State Forces.....	10/51	12/51	7,875.02	
	20	5601-107	Asp.-Cone.....	8.7	Hosford to Ochlockonee River.....	A. F. Rich Construction Co.....	1/52	8/52	474,445.15	
Liberty.....	67	5606-250	SBRM.....	3.5	N. Boundary Forest to 3.5 mi. S.....	Doyle Pope.....	3/52	12/52	98,501.00	
	S-379	5651-150	Bridge.....	126 ft.	Marys Branch Bridge and Approaches.....	Coggins & Deermont.....	12/51	2/52	29,001.10	
	S-379	5651-250	SCST.....	7.0	End of Pavement to Orange.....	R. H. Strickland.....	2/51	9/52	132,038.54	
	S-379	5651-151	SCST.....	3.6	Marys Branch to Little Gully Creek.....	Doyle Pope.....	2/52	11/52	46,881.00	
	S-379	5651-152	SCST.....	4.0	Little Gully Creek to 4 mi. S.W.....	R. H. Strickland.....	10/52	43%	79,846.00	



Section 1202-202 & 203—Road 80, ACLRR to Tice, Lee County, May 17, 1951.
Looking Northeast along 1st Street from Station 120 + 00.



Section 1202-202 & 203—Road 80, ACLRR to Tice, Lee County, October 3, 1952.
Looking N.E. along First Street from Station 120 + 00.

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Madison	6	3502-202	Bridge	280 ft.	Withlacoochee River W.	Wainer Construction Co.	12/49	6/51	83,431.85
Madison	20	3503-202	Bridges	153 ft.	Remove Bridge No. 22, 23, and 24	Scott Construction Co.	1/52	98%	24,988.00
Madison	S-255	3551-250	RBST	7.3	S.R. 10 in Lee to N.	White Construction Co., Inc.	2/51	12/51	132,421.06
Madison	S-360	3575-105	Culvert		Over Econfina River	L. L. Hall Construction Co.	11/51	5/52	8,371.98
Madison	S-360	3575-106	SBRM	19.6	Sirmsans to Madison	White Construction Co., Inc.	8/51	5/52	237,295.55
Madison	S-360	3575-107	Signals		S.A.L. R.R. in Madison	S.A.L. R.R.	7/52	7/52	249.50
Manatee	684	1304-201	SBRM	7.1	Cortez Bridge to S.R. 45	W. L. Cobb Construction Co.	7/50	7/51	214,086.39
Manatee	683	1312-102	Asp.-Conc.	8.4	Oneco to 9th St. in Bradenton	Conn Bros. Construction Co.	12/50	12/51	465,856.17
Manatee	64	1314-101	SBRM	5.5	S.R. 675 to 5 mi. E.	W. L. Cobb Construction Co.	12/50	4/51	206,954.40
Manatee	64	1314-102	SBRM	5.3	Hardee Co. Line W.	W. L. Cobb Construction Co.	5/51	8/51	171,159.57
Manatee	43	1302-101	Signals		S.A.L. R.R. in Parrish	S.A.L. R.R.	7/51	7/51	6,334.82
Manatee		1300-101	Paving		F.H.P. Station in Bradenton	State Forces	4/52	5/52	5,145.63
Manatee	55	1313-176	Hydraulic Fill		Mainland to Structure "C"	J. A. Benton	1/52	92%	235,017.80
Manatee	55	1313-177	Bridge	645 ft.	Structure "D" and "E"	Hardaway Contracting Co.	5/52	10%	246,933.00
Manatee	S-675	1351-250	SBRM	9.8	S.R. 64 to Parrish	J. A. Benton	12/60	8/51	160,891.93
Manatee	S-675	1351-150	Bridge	240 ft.	3 Bridges between S.R. 64 and Parrish	J. A. Benton	2/51	4/52	66,691.03
Manatee	S-675	1351-151	SBRM	1.8	S.R. 64 to Gilberta Creek	J. A. Benton	3/51	4/52	72,252.10
Manatee	S-64	1353-150	SBRM	3.0	Manatee Ave. to DeSoto National Monument	Conn Bros. Construction Co.	10/52	88%	49,758.00
Marion	19	3609-201	Grade	0.2	Lake Co. Line to S.R. 40	Caddell & Jackson	3/50	2/51	9,247.97
Marion	40	3608-105	Drainage Well		Near Ocala		7/50	2/51	2,045.00
Marion	19	3609-101	SBRM	0.2	Lake Co. Line to S.R. 40	J. D. Manly Construction Co.	4/51	8/51	4,483.99
Marion	316	3600-102	RBST	13.3	S.R. 200 N. of Sparr to Eureka	L. M. Wall	5/51	6/51	56,205.68
Marion	200	3604-106	Asp.-Conc.	0.5	Connection to S.R. 25 N. of Ocala	J. H. Cragg Construction Co.	10/50	3/52	45,477.64
Marion	25	3603-202	Asp.-Conc.	0.9	10th St. to 1.25 mi. N. of Ocala-less 3603-301	J. H. Cragg Construction Co.	10/50	3/52	343,872.32
Marion	25	3603-203	Asp.-Conc.	0.9	End 3603-202 to old S.R. 25 N. of Ocala	J. H. Cragg Construction Co.	11/50	3/52	114,322.73
Marion	25	3603-301	OP and Approaches	300 ft.	A.C.L. & S.A.L. in Ocala	J. H. Cragg Construction Co.	10/50	3/52	306,136.58
Marion	25	3603-302	OP and Approaches	276 ft.	A.C.L. N. of Ocala	J. H. Cragg Construction Co.	10/50	3/52	334,375.26
Marion	25	3603-108	Retaining Wall		At N. End A.C.L. Overpass at Ocala	J. H. Cragg Construction Co.	4/51	3/52	15,261.06
Marion	40	3608-106	Rework-Widen	5.0	Oklawaha River to Lynn	Marion Construction Co.	3/51	2/52	227,938.09
Marion	25	3601-303	Signals		A.C.L. R.R. at Oklawaha	A.C.L. R.R.	6/52	6/52	7,383.78
Marion	500	3607-108	RBST	1.6	2.5 mi. N.W. Blighton to 1.5 mi. N.W.	W. H. Armaton Co., Inc.	9/51	6/52	127,600.71
Marion	25	3601-302	UP and Approaches	0.3	S.A.L. R.R. S. of Ocala	Marion Construction Co.	7/51	10/52	263,866.00
Marion	25-500	3601-201	Asp.-Conc.	1.2	1.5 mi. S. of Ocala to S. Limits Ocala-less 3601-302.	Marion Construction Co.	7/51	68%	301,089.00
Marion	25-500	3601-202	Asp.-Conc.	0.6	S. Limits to 10th St. in Ocala	Marion Construction Co.	7/51	95%	143,037.00
Marion	25-500	3601-203	Asp.-Conc.	7.6	Bellview to approximately 1.5 mi. S. of Ocala	Marion Construction Co.	3/52	78%	542,105.00
Marion	40	3608-108	Wayside Park		At Oklawaha River	State Forces	6/51	7/52	25,000.00
Marion	S-328	3651-250	RBST	7.9	S.R. 45 to S.R. 40	White Construction Co., Inc.	5/51	2/52	158,529.45
Marion	500	3607-107	Asp.-Conc.	1.8	Lincoln Ave.-S.R. 500 to Pine St.	Marion Construction Co.	11/52	4%	213,931.00
Martin	15	8905-201	Rework-Widen	10.0	Palm Beach Co. Line to Chaney Bay	John A. Benton Construction Co.	2/50	2/51	228,222.46
Martin	5	8901-110	RBST	5.2	Palm Beach Co. Line to Hobe Sound Overpass	Brinson Construction Co.	2/51	7/51	411,424.28
Martin	706	8902-101	Grade	2.8	S.R. 7 to 2.763 mi. S.E.	Handley Construction Co.	6/51	5/52	110,793.89
Martin	714	8909-104	Widen-Bridge		Bridge No. 38	State Forces	3/52	80%	29,139.00
Martin	S-708	8951-253	RBST	7.0	3.7 mi. W. S.R. 5 to S.R. 5	Finley P. Smith	4/51	11/51	110,324.75
Martin	S-708	8951-251	RBST	2.5	6.29 mi. W. of S.R. 5 to 8951-250	Finley P. Smith	11/51	2/52	82,825.44
Martin	A1A	8903-105	RBST	4.9	S.R. 5 at Stuart to St. Lucie Co. Line	W. L. Cobb Construction Co.	11/52	62%	30,300.00
Martin	A1A	8903-301	Signals		F.E.C. R.R. at Hobe Sound	F.E.C. R.R.	12/52	12/52	13,260.00
Monroe	939	9000-103	RBST	2.8	S.R. 5 at Perky to 2.8 mi. E.	Beleher Oil Co.	8/50	5/51	95,762.98
Monroe	939	9001-150	Paving	1.6	Flagler St. in Key West	Troup Bros., Inc.	2/51	5/51	68,487.86
Monroe	S-905	9052-250	RBST	12.0	S.R. 5 to 12 mi. N.	Beleher Oil Co.	10/50	4/51	84,192.73

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Monroe	S-A1A	9051-101	Seawall	47 ft.	Roosevelt Blvd. in Key West.	R. H. Wright & Sons, Inc.	11/51	4/52	333,362.80
Monroe	S-939	9054-151	Bridge	47 ft.	Between S.R. 939 and S.R. 5.	State Forces	7/52	7/52	4,376.45
Monroe	S-939	9054-150	RBST	3.9	S.R. 939 via Pirates Cove to S.R. 5.	R. H. Wright & Sons, Inc.	6/52	7/52	42,305.00
Monroe	S-940	9053-151	RBST	2.0	S.R. 940 to 2 mi. W. on Big Pine Key.	R. H. Wright & Sons, Inc.	6/52	12/52	23,001.00
Monroe	S-931	9056-150	RBST	2.1	2.8 mi. S.E. S.R. 5 to S.R. 5 at Marathon.	R. H. Wright & Sons, Inc.	3/52	12/52	152,168.00
Monroe	S-905	9058-150	RBST	3.1	Off S.R. 4 on Upper Matecumbe Key.	Alonzo Cothran	12/52	1%	19,294.00
Monroe	5	9006-905	Bridge Deck		Jew Fish Creek.	State Forces	2/52	3/52	18,134.00
Nassau	200	7406-110	RBAC	1.1	S. 8th St. in Fernandina.	Duval Engineering & Contracting Co.	5/51	11/51	199,316.95
Nassau		7400-104	SBRM	4.8	Roads in Fort Clinch Park.	M. J. Carroll Contracting Co.	1/51	9/51	92,685.72
Nassau	200	7404-109	Remove Bridges	120 ft.	Bridges No. 25, 29, 33, 36, and 37.	M. J. Carroll Contracting Co.	2/51	5/51	38,417.47
Nassau	S-108	7451-250	RBST	5.2	Callahan to 6 mi. W.	W. L. Cobb Construction Co.	1/51	8/51	97,713.29
Nassau	S-108	7452-150	RBST	5.4	S. and E. from Hilliard.	Asphalt Paving Co.	12/50	12/51	106,712.42
Nassau	S-105-A	7453-150	SBRM	1.1	S. 14th St. in Fernandina.	Duval Engineering & Contracting Co.	12/50	6/51	33,200.36
Nassau	S-108	7451-350	Signals		A.C.L. R.R. in Callahan.	A.C.L. R.R.	2/52	3/52	11,413.91
Nassau	S-108	7452-301	Signals		A.C.L. R.R. at Hilliard.	A.C.L. R.R.	3/52	4/52	15,235.46
Okaloosa	189	5711-103	Stabilize Shoulders	6.2	Fort Walton to Wright.	State Forces	5/50	10/51	25,250.46
Okaloosa	85	5704-107	Drainage		At Ocean City.	State Forces	5/51	6/51	13,761.59
Okaloosa	10	5701-203	Rework-Widen	16.3	Santa Rosa Co. Line to Walton Co. Line.	Smith Engineering & Construction Co.	5/50	5/52	411,480.68
Okaloosa	30	5703-112	Replace Bridges	60 ft.	Bridges No. 14, 15, and 16.	State Forces	6/52	9/52	14,462.00
Okaloosa	10	5701-202	Asp.-Conc.	7.8	Milligan Overpass to 2.5 mi. E. of Crestview.	Smith Engineering & Construction Co.	4/52	20%	165,324.17
Okaloosa	85	5704-106	SBRM	0.3	S.R. 30 to S.R. 85 in Fort Walton.	Smith Engineering & Construction Co.	3/52	65%	35,575.00
Okaloosa	30	5703-111	Wayside Park		On Santa Rosa Island.	State Forces	7/52	12/52	4,774.00
Okaloosa	30	5703-113	Retread	3.5	Fort Walton to 3.5 mi. W.	Smith Engineering & Construction Co.	7/52	83%	132,026.00
Okaloosa	85	5704-110	SBRM	0.4	Connection to S.R. 85 in Fort Walton.	Smith Engineering & Construction Co.	10/52	40%	54,990.00
Okaloosa	S-4-A	5752-150	SCST	2.6	S.R. 4 to S.R. 189.	A. B. Covell	1/51	8/51	69,963.12
Okaloosa	S-280-A	5750-102	SCST	1.1	1.1 mi. E. S.R. 85 to S.R. 10.	Smith Engineering & Construction Co.	3/51	6/51	15,840.37
Okaloosa	S-280-A	5750-151	SCST	1.1	Chestnut St. in Crestview.	Smith Engineering & Construction Co.	3/51	6/51	7,668.40
Okaloosa	S-85-A	5755-151	SCST	0.7	S.R. 85 at Laurel Hill to Veneer Mill.	Smith Engineering & Construction Co.	3/51	6/51	7,610.45
Okaloosa	S-588-A	5756-151	SCST	0.5	Streets in Niceville.	Smith Engineering & Construction Co.	3/51	6/51	2,880.78
Okaloosa	S-285-A	5754-150	SCST	0.6	S.R. 20 to S.R. 285 in Niceville.	Doyle Pope	9/52	9/52	5,504.89
Okaloosa	S-280-A	5750-103	Ditch Paving		Chestnut St. to S.R. 10.	State Forces	3/51	5/52	7,615.71
Okaloosa	S-30-A	5760-150	SCST	1.0	Joe's Bayou to 1 mi. E.	A. B. Covell	1/52	11/52	65,168.72
Okaloosa	S-280-A	5750-152	SCST	0.5	1st St. in Crestview.	Doyle Pope	9/52	70%	12,453.00
Okaloosa	S-85-A	5758-150	SCST	3.8	Garnier to Pinchot.	Geo. G. Tapper Co.	5/52	99%	125,794.00
Okaloosa	S-285	5757-250	SCST	6.0	Svea to 5 mi. S.	A. B. Covell	3/52	94%	128,099.00
Okaloosa	S-189-A	5761-150	SCST	0.7	S.R. 189 to S.R. 85 at Cincos Bayou.	Smith Engineering & Construction Co.	10/52	5%	26,267.00
Okaloosa		5754-151	SCST	1.0	Streets in Niceville.	Smith Engineering & Construction Co.	10/52	31%	34,695.00
Okeechobee	70	9107-202	RBST	1.1	F.E.C. R.R. to Taylor Creek Bridge in Okeechobee	John A. Benton Construction Co.	5/50	3/51	157,471.81
Okeechobee	15	9102-109	Rework-Widen	3.1	N. of Okeechobee.	John A. Benton Construction Co.	11/50	3/51	35,249.39
Okeechobee	S-700	9150-150	Grade	11.6	S.R. 70 to Bessinger.	John A. Benton Construction Co.	12/49	2/51	437,474.86
Okeechobee	S-700	9150-152	Paving	11.6	1.512 mi. N. S.R. 70 to Chandler Slough.	Brinson Construction Co.	5/51	5/52	249,807.50
Okeechobee	S-700	9150-350	Signals		S.A.L. R.R. W. of Okeechobee.	S.A.L. R.R.	6/52	7/52	15,833.19
Okeechobee	S-700	9150-151	Paving	4.1	Chandler Slough to Kissimmee River.	Brinson Construction Co.	6/51	5/52	95,291.70
Okeechobee	S-700	9150-103	Bridge Approaches	0.6	Approach to Kissimmee River Bridge.	Powell Bros., Inc.	1/52	70%	93,880.00
Okeechobee	S-15-A	9152-250	RBST	1.0	S.R. 15 to S.R. 710.	J. D. Manly Construction Co.	11/50	3/51	25,889.90
Orange	426	7504-106	Widen-Resurface	0.4	Pennsylvania to Park Ave. in Winter Park.	Hubbard Construction Co.	10/50	3/51	118,877.36
Orange	50	7505-203	RBST	3.1	Lake Co. Line to Tidenville.	Langston Construction Co.	1/51	10/51	185,728.07
Orange	50	7505-204	RBST	4.2	Tidenville to Minorville.	Langston Construction Co.	7/50	5/51	257,065.25
Orange	435	7507-150	SCST	0.1	Lake Co. Line to 0.053 mi. S.	Caddell & Jackson	5/51	11/51	1,190.83

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY

JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Orange.....	50	7506-112			Highway Patrol Station E. of Orlando.	Hubbard Construction Co.	3/51	5/51	8,699.63
Orange.....	545	7522-102	RBST.....	0.1	S.R. 545 to Oseola Co. Line.....	Hubbard Construction Co.	5/52	53%	4,833.00
Orange.....	S-520	7554-250	Grade-Bridge.....	6.7	5 mi. S.E. Bithlo to 11.7 mi. S.E.....	Caddell & Jackson.....	8/50	8/51	229,951.11
Orange.....	S-438	7555-150	SBRM.....	1.5	S.R. 202 to Wymore Road.....	J. H. Cragg Construction Co.	2/52	9/52	69,760.50
Oseola.....	500	9203-105	Storm Sewers.....		In St. Cloud.....	R. H. Wright & Sons, Inc.	2/51	9/51	134,932.35
Oseola.....	545	9209-102	SBRM.....	4.0	Orange Co. Line to Lake Wilson.....	Hubbard Construction Co.	6/52	51%	209,506.00
Oseola.....	S-530	9250-250	SBRM.....	7.6	S.R. 15 to 8.7 mi. W. (Boggy Creek Road).	Hubbard Construction Co.	5/50	8/51	222,197.52
Oseola.....	S-534	9251-150	SBRM.....	2.5	S.R. 15 to 2.5 mi. W.....	Hubbard Construction Co.	1/51	9/51	62,258.57
Oseola.....	S-523	9252-150	SBRM.....	2.0	S.R. 15 at Kenansville to 2 mi. W.....	Hubbard Construction Co.	1/51	7/51	38,110.99
Oseola.....	S-523	9252-151	SBRM.....	5.0	S.R. 500 to 5 mi. S.....	Hubbard Construction Co.	1/51	12/51	138,956.98
Oseola.....	S-523	9252-152	SBRM.....	1.5	3.5 mi. to 2 mi. W. of Kenansville.....	Hubbard Construction Co.	1/52	7/52	68,369.60
Oseola.....	S-523	9252-250	SBRM.....	7.5	5 mi. S. or S.R. 500 to 7.5 mi. S.....	Hubbard Construction Co.	3/52	78%	211,162.00
Palm Beach.....	80	9312-201	Rework-Widen.....	5.1	Bridge No. 40 to 4 mi. E.....	R. H. Wright & Son.....	2/50	3/51	426,840.20
Palm Beach.....	5	9302-112	Rework-Widen.....	1.4	S. Limits Lake Worth to Gregory Ave. in West Palm Beach.....	Rubin Construction Co.	9/51	10/51	77,676.80
Palm Beach.....	5	9304-109	RBST.....	1.3	Jupiter to Martin Co. Line.....	Rubin Construction Co.	2/51	7/51	106,288.31
Palm Beach.....	15	9314-107	RBST.....	6.9	Canal Point to Martin Co. Line.....	J. D. Manly Construction Co.	8/50	3/51	129,944.42
Palm Beach.....	5	9304-110	Asp.-Conc.....	0.8	Relocation N. of Juno Beach.....	Brinson Construction Co.	7/51	10/51	70,043.05
Palm Beach.....	A1A	9309-104	RBST.....	0.8	F.E.C. R.R. at Jupiter to S.R. 5.....	A. O. Greynolds Co., Inc.	2/51	3/51	75,012.00
Palm Beach.....	80	9312-202	Bridges.....	195 ft.	Bridges No. 46, 47, and 48.....	Latham.....	1/51	7/51	52,185.77
Palm Beach.....	80	9311-115	Rework-Widen.....	13.0	6 Mile Bend to 20 Mile Bend.....	Rubin Construction Co.	9/51	12/51	353,690.53
Palm Beach.....	703	9308-108	Asp.-Conc.....	4.9	Front end S.B.R.M. to S.R. 5.....	Brinson Construction Co.	5/51	7/51	11,835.77
Palm Beach.....		9300-114	Paving.....		State Prison Farm at Belle Glade.....	State Forces.....	3/51	4/51	1,856.62
Palm Beach.....		9300-115	Paving.....		Roads within Belle Glade Experiment Farm.....	State Forces.....	5/51	8/51	5,083.80
Palm Beach.....	A1A	9306-114	Hydraulic Fill.....	2.0	Lantana N.....	Brineco, Inc.	9/51	8/52	358,098.09
Palm Beach.....		9300-119	Pave.....		Prison Farm at Belle Glade.....	State Forces.....	8/52	12/52	6,106.00
Palm Beach.....	802	9318-106	Asp.-Conc.....	0.7	"A" St. to S.R. 5 in Lake Worth.....	Rubin Construction Co.	10/52	94%	27,478.00
Palm Beach.....		9300-116	Paving.....		State T.B. Hospital at Lantana.....	Brinson Construction Co.	10/52	11/52	7,712.00
Palm Beach.....	80	9375-102	Bridge.....	957 ft.	Southern Blvd. over Intracoastal Waterway.....	Cleary Bros. Construction Co.	3/49	2/51	688,227.80
Palm Beach.....	S-802	9375-107	RBST.....	5.2	S.R. 7 to Green Acres.....	Brinson Construction Co.	5/50	11/51	227,056.58
Palm Beach.....	S-809	9375-109	Retread.....	1.5	S.R. 809 to S.R. A1A in Lake Park.....	Ewell Engineering & Contracting Co.	12/50	10/51	137,348.61
Palm Beach.....	S-706	9375-110	RBST.....	6.1	S.R. A1A in Jupiter to 6.58 mi. W.....	Hubbard Construction Co.	2/51	12/51	358,026.01
Palm Beach.....	S-809	9375-114	Retread.....	7.5	S.R. 704 to Lake Park Road.....	Ewell Engineering & Contracting Co.	6/50	6/51	400,667.27
Palm Beach.....	S-704	9352-250	RBST.....	2.0	4.5 mi. W. S.R. 809 to 2.4 mi. W. S.R. 809.....	Ewell Engineering & Contracting Co.	2/51	12/51	93,820.81
Palm Beach.....	S-808	9354-250	RBST.....	1.3	End of Pavement to E-2 Canal.....	Brinson Construction Co.	1/51	2/51	20,414.51
Palm Beach.....	S-806	9355-150	RBST.....	8.5	S.R. 7 to Delray.....	Latham.....	8/50	3/51	59,990.03
Palm Beach.....	S-702	9351-250	RBST.....	2.5	S.R. 809 to W. Limits West Palm Beach.....	Cleary Bros. Construction Co.	10/50	6/51	43,468.93
Palm Beach.....	S-812	9353-250	RBST.....	2.5	S.R. 809 to Lake Osborn.....	R. H. Wright & Sons.....	10/50	3/51	57,196.07
Palm Beach.....	S-827	9356-250	RBST.....	1.2	Okeelanta to 1.2 mi. E.....	Brinson Construction Co.	1/51	3/51	27,701.18
Palm Beach.....	S-704	9375-115	RBST.....	2.5	2.5 mi. W. S.R. 809 to S.R. 809.....	Ewell Engineering & Contracting Co.	1/51	12/51	90,189.74
Palm Beach.....	S-702	9351-150	SBST.....	3.2	W. Limits West Palm Beach to Fort Lonesome Road.....	Cleary Bros. Construction Co.	3/51	6/51	14,811.15
Palm Beach.....	S-702	9351-151	SBST.....	0.8	Fort Lonesome Road to S.R. 5.....	Cleary Bros. Construction Co.	10/51	3/52	46,327.41
Palm Beach.....	S-807	9358-150	Asp.-Conc.....	2.0	Lantana to Lake Worth.....	Brinson Construction Co.	1/52	6/52	108,176.04
Palm Beach.....	S-804	9364-150	RBST.....	1.0	S.R. 809 to 1 mi. E.....	Brinson Construction Co.	10/51	6/52	75,325.16
Palm Beach.....	S-806	9375-116	Asp.-Conc.....	0.2	S.R. 5 to S.R. A1A.....	Brinson Construction Co.	7/52	10/52	42,234.62
Palm Beach.....	S-702	9351-152	Signals.....		S.A.L. R.R. at West Palm Beach.....	S.A.L. R.R.....	8/52	10/52	403.57
Palm Beach.....	S-702	9351-153	Signals.....		F.E.C. R.R. at West Palm Beach.....	F.E.C. R.R.....	10/52	11/52	10,400.00
Palm Beach.....	S-806	9375-101	Bridge and Approaches.....	235 ft.	Atlantic Ave. Bridge over Intracoastal Waterway.....	Cleary Bros. Construction Co.	9/51	12/52	454,620.00
Palm Beach.....	S-717	9350-101	RBST.....	7.9	S.R. 80 to Bacon Point.....	Cleary Bros. Construction Co.	2/52	66%	768,562.00
Palm Beach.....	S-827	9356-150	RBST.....	1.2	End of Job 9356-250 to 1 mi. E.....	Brinson Construction Co.	5/52	12/52	38,337.00
Palm Beach.....	S-704	9352-150	RBST.....	1.0	S.R. 7 to 1 mi. E.....	Brinson Construction Co.	8/52	21%	39,185.00

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Palm Beach	S-812	9353-150	Grade-Pave	1.7	Jog Road to S.R. 809	Brinson Construction Co.	9/52	38%	74,315.00
Palm Beach	S-809	9360-104	Signals		S.A.L. R.R. 2 mi. S. Lake Park West Road	S.A.L. R.R.	10/52	11/52	15,150.00
Palm Beach	S-809	9360-150	Signals		F.E.C. R.R. at Lake Park	F.E.C. R.R.	10/52	12/52	12,400.00
Palm Beach	717	9304-907	Bridge		Repair to Pier No. 5	Cleary Bros. Construction Co.	2/52	3/52	3,294.00
Palm Beach	15	9313-903	Bridge		Grid Deck on Bridge No. 62	State Forces	9/52	9/52	16,724.00
Palm Beach	25	9310-902	Bridge		Remove Trees	State Forces	9/50	2/51	3,000.00
Palm Beach	S-704-A	9365-150	Retread	0.7	In West Palm Beach	Belcher Oil Co.	5/52	12/52	127,557.00
Pasco	35	1407-201	Grade-Base	7.8	Polk Co. Line to Dade City	A. F. Rich Co.	4/50	10/51	454,975.45
Pasco	35	1407-302	OP and Approaches	0.5	A.C.L. R.R. at Richland	A. F. Rich Co.	4/50	10/51	110,667.90
Pasco	52	1412-107	Rework-Widen	5.7	Pasco to San Antonio	Cone Bros. Construction Co.	1/51	6/51	157,373.54
Pasco	41	1405-110	Asp.-Conc.	2.6	S.R. 39 to N. Limits of Zephyrhills	Cone Bros. Construction Co.	5/51	6/51	34,289.53
Pasco	55	1403-115	RBST	8.2	S.R. 52 to Hernando Co. Line	J. D. Manly Construction Co.	5/51	10/51	413,511.55
Pasco	35	1407-108	Asp.-Conc.	8.1	Polk Co. Line to S.R. 39 S. of Dade City	A. F. Rich Co.	8/51	10/51	147,128.60
Pasco	54	1409-107	SBRM	0.5	S.R. 39 to S.R. 54	J. W. Conner & Sons	9/51	10/51	12,805.12
Pasco	52	1412-108	Signals		A.C.L. R.R. at Pasco	A.C.L. R.R.	9/52	10/52	240.07
Pasco	595	1403-117	Dredging		Between Aripeka and Hernando Co. Line	Laguna Corp.	9/52		20,156.00
Pasco	578	1406-101	RBST	4.8	S.J. Joseph to S.R. 35	Polk Construction Co.	10/52	27%	229,321.00
Pasco	S-581	1454-150	RBST	3.4	S.R. 52 to S-578	W. H. Armston Co., Inc.	12/50	9/51	120,918.91
Pasco	S-39	1450-101	Grade-Base	1.5	S.R. 35 to Owensboro to Hernando Co. Line	A. F. Rich Co.	12/50	12/51	95,384.53
Pasco	S-578	1452-150	RBST	4.4	S-581 to St. Joseph	W. H. Armston Co., Inc.	12/50	9/51	129,313.30
Pasco	S-39	1450-102	Bridge and Approaches	0.3	Withlacoochee River Bridge	Hubbard Construction Co.	1/51	12/51	112,660.36
Pasco	S-39	1450-103	Surfacing	1.7	S.R. 35 to Hernando Co. Line	A. F. Rich Co.	10/51	12/51	27,868.13
Pasco	S-54	1457-150	Bridge and Approaches		Ancolote River Bridge and Approaches	W. L. Cobb Construction Co.	4/51	1/52	60,151.81
Pasco	S-577	1460-101	RBST	5.5	S.R. 578 at St. Joseph N. to S.R. 41	A. F. Rich Co.	12/51	7/52	234,142.38
Pasco	S-587	1462-150	RBST	3.1	New Port Richey to 3 mi. N.W.	Campbell Paving Co.	2/52	7/52	75,219.19
Pasco	S-581	1454-151	SBRM	4.6	Darby to Hernando Co. Line	W. L. Cobb Construction Co.	9/52	73%	79,238.00
Pasco	S-578	1464-150	SBRM	1.5	S.R. 45 to 1.5 mi. W.	W. L. Cobb Construction Co.	9/52	71%	12,876.00
Pasco	S-577	1455-150	Rework-Widen	3.3	San Antonio to St. Joseph	A. F. Rich Co.	11/52	47%	33,147.00
Pasco	35	1405-902	Repair Bridge		Repair Piers on Trilly Overpass	Ryan Construction Co.	2/51	5/51	27,011.00
Pasco	595	1403-116	Rework-Widen	0.3	Aripeka to Hernando Co. Line	J. W. Conner & Sons	12/52	0%	8,600.00
Pasco		1400-103	SBRM	0.7	S.R. 55 at Hudson W.	J. W. Conner & Sons	12/52	0%	8,211.00
Pinellas	584	1508-105	SBRM	5.8	S.R. 55 to Oldsmar	Brinson Construction Co.	9/50	6/51	460,461.99
Pinellas	584	1508-106	Signals		S.A.L. R.R. in Oldsmar	S.A.L. R.R.	8/51	8/51	427.18
Pinellas	687	1509-106	Resurface	2.7	30th Ave. to Pinellas Point Drive-along 4th St.	W. L. Cobb Construction Co.	2/51	3/51	34,404.13
Pinellas	595	1501-113	Resurface	2.4	S. Petersburg N.	Cone Bros. Construction Co.	8/51	10/51	34,695.42
Pinellas	699	1510-111	Resurface	9.2	Pass-a-Grille to Bay Pines	Cone Bros. Construction Co.	8/51	10/51	149,127.78
Pinellas	55	1515-204	Concrete	9.3	Pinellas Park to S.R. 60	Brinson Construction Co.	1/51	5/52	1,254,226.98
Pinellas	60	1504-108	Bulkheads		On Davis Causeway	Clyde J. Keys	5/51	3/52	125,263.73
Pinellas	55	1517-176	Hydraulic Fill		Maximo Point to Station 248	Atlantic Dredging Co.	10/50	93%	372,020.00
Pinellas	15	1517-177	Structures		Structures A and B	Hendry Corp.	2/51	45%	922,834.00
Pinellas	55	1517-178	Trestle	16704 ft	N. and S. Trestle for Structure "C"	Hardaway Contracting Co.	1/52	11%	3,578,785.00
Pinellas	55	1517-179	Piers	5621 ft	Main Pier on Structure "C"	Hardaway Contracting Co.	3/52	10%	4,549,941.00
Pinellas	55	1517-180	Super-Structure	5621 ft	Steel Super-Structure on Structure "C"	Virginia Bridge Co.	11/51	0%	4,261,390.00
Pinellas	S-694	1551-250	RBST	3.6	Pineallas Roads S. and E. to S.R. 693	W. H. Armston, Inc.	3/51	2/52	220,279.27
Pinellas	S-69	1553-150	SBST	1.3	Pinellas Park to 2 mi. N.	Brinson Construction Co.	2/52	6/52	58,720.98
Pinellas	S-697	1552-151	Rework-Widen	4.9	S.R. 694 to Bellair Blvd.	Cone Bros. Construction Co.	12/52	0%	89,304.00
Polk	25	1618-203	Asp.-Conc.	9.4	S.R. 17 in Haines City to Project 175-F	W. L. Cobb Construction Co.	1/50	4/51	617,675.54
Polk	25	1618-303	OH and Approaches	0.6	Over S.A.L. R.R. and S.R. 600 in Haines City	Cone Bros. Construction Co.	4/50	3/51	207,170.69
Polk	60	1611-201	Bridges	945 ft.	Between Bartow and Lake Wales	Ewell Engineering and Contracting Co.	12/50	7/51	196,389.88
Polk	60	1611-303	Signals		S.A.L. R.R. 1 mi. E. of Bartow	S.A.L. R.R.	9/51	9/51	5,783.06

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY

JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Polk	60	1613-110	Bridge and Approaches	0.5	E. end Job 1613-202 to Kissimme River	Ryan Construction Co.	5/51	11/51	51,737.46
Polk	60	1611-305	Signals		S.A.L. R.R. 1 mi. W. of Mulberry	S.A.L. R.R.	11/51	12/51	5,058.35
Polk	37	1625-106	RBST	1.1	Sections S. of Mulberry	Cone Bros. Construction Co.	4/51	5/52	204,162.56
Polk	540	1608-201	RBST	0.5	Eloise S.A.L. Crossing Elimination	Polk Construction Co.	9/51	1/52	50,143.51
Polk	60	1611-108	RBST	10.6	Bartow to Lake Wales	J. D. Manly Construction Co.	5/51	1/52	379,047.15
Polk	60	1611-306	Signals		S.A.L. R.R. 1 mi. W. Lake Wales	S.A.L. R.R.	1/52	1/52	4,640.50
Polk	37	1625-301	Signals		S.A.L. R.R. W. of Bradley Junction	S.A.L. R.R.	2/52	3/52	8,226.81
Polk		1600-109	Paving		S.R. 555 to Intersection 542 in Winter Haven	Polk Construction Co.	3/52	3/52	19,416.68
Polk	555	1603-113	Asp.-Cone	2.1	S.R. 540 to S.R. 542 in Winter Haven	Polk Construction Co.	3/52	3/52	35,910.18
Polk	600	1610-201	Grade-Pave	2.1	Lakeland By-Pass	Ewell Engineering and Construction Co.	7/52	37%	645,572.00
Polk	25	1617-203	Grade-Pave	12.0	W. Frostproof to S.R. 60	H. E. Wolfe Construction Co.	11/51	64%	885,126.00
Polk	60	1611-304	Signals		A.C.L. R.R. in Mulberry	A.C.L. R.R.	9/51	10/51	7,225.00
Polk	640	1627-101	Rework-Widen	1.0	S.R. 25 to S.R. 17	Polk Construction Co.	10/52	73%	23,741.00
Polk		1612-102	Pavilion		Bartow Pavilion	Polk Construction Co.	10/52	12/52	4,230.00
Polk	17	1609-114	SBRM	0.1	Intersection S.R. 640 and 17	Polk Construction Co.	10/52	73%	3,015.00
Polk	S-630	1651-250	Rework-Widen	19.2	Fort Meade to Frostproof	Polk Construction Co.	11/50	8/51	357,502.91
Folk	S-547	1654-150	RBST	2.3	S.R. 25 to S.R. 547	W. L. Cobb Construction Co.	6/51	8/51	27,499.90
Polk	S-555	1656 151	Paving	1.8	W. Limita Bartow to S.R. 60 in Bartow	MacAsphalt Corp.	4/51	4/51	21,322.16
Polk	S-35-A	1655-250	Retread	11.5	Intersection Omahundre Ave. and North St. in Lakeland to S.R. 25	Polk Construction Co.	4/52	9/52	424,340.74
Polk	S-630	1651-301	Signals		S.A.L. R.R. W. of Frostproof	S.A.L. R.R.	4/52	6/52	17,212.66
Polk	S-76	1657-150	Grade-Pave	4.2	S.R. 60 S.W. through Nichols to 5.25 mi.	Polk Construction Co.	6/52	12/52	100,318.00
Polk	600	1605-901	Sprigging		Haines City to Osceola Co. Line	Handley Construction Co.	2/51	4/51	28,948.00
Polk	559	1616-350	Signals		Park Ave. in Auburndale	A.C.L. R.R.	12/52	12/52	8,994.00
Polk	S-555	1656-250	Grade-Pave	7.1	Bartow to S.W.	Ewell Engineering & Contracting Co.	9/52	19%	278,285.00
Polk	60	1613-111	Storm Sewer		R.R. Underpass in Lakeland	Cone Bros. Construction Co.	12/52	98%	12,888.00
Polk	S-630-A	1651-150	Rework-Widen	2.6	W. Frostproof to S.R. 17 in Frostproof	Polk Construction Co.	12/52	22%	33,288.00
Putnam	15	7601-204	RBST	2.3	Crescent City to Sisco	Hubbard Construction Co.	4/51	12/51	407,894.09
Putnam	207	7606-202	RBST	3.6	E. Palatka to 3.6 mi. N.	B. B. McCormick & Sons	3/51	7/52	225,864.46
Putnam	20	7605-104	Pedestrian UP		Pedestrian Underpass at A.C.L. R.R. in Palatka	Burton-Walker Construction Co.	7/52	97%	21,840.00
Putnam	15	7603-106	Replace Bridge	32 ft.	Bridges No. 15 and 16	State Forces	5/52	11/52	7,440.00
Putnam	15	7601-114	Replace Bridge	60 ft.	Bridge No. 5	State Forces	5/52	12/52	15,880.00
Putnam		7600-105	SBRM		Driveway at Highway Patrol Station	J. W. Conner & Sons	9/52	11/52	4,233.00
Putnam	S-209	7655-150	Grade	2.1	S.R. 15 to 2.1 mi. E.	S. M. Wall	1/51	5/51	43,193.75
Putnam	S-209	7655-151	SBRM	3.1	S.R. 15 to 3.18 mi. E.	Duval Engineering & Contracting Co.	9/51	5/52	59,717.68
Putnam	S-15-B	7657-150	Surfacing	5.2	Union Ave. through Crescent City	Hubbard Construction Co.	4/52	5/52	10,876.70
St. Johns	A1A	7804-201	RBST	8.1	Matanzas Inlet to 8.34 mi. N.	H. E. Wolfe Construction Co.	6/50	6/51	295,643.57
St. Johns	A1A	7804-108	RBST	0.3	N. end Matanzas Inlet Bridge to 0.316 mi. N.	H. E. Wolfe Construction Co.	4/50	6/51	11,737.47
St. Johns	206	7809-103	Grade	8.1	Job 7809-201 to Crescent Beach	L. L. Hall Construction Co.	7/50	9/51	182,881.42
St. Johns	206	7809-104	SBRM	6.0	S.R. 207 to 6 mi. E.	Caddell & Jackson	4/51	6/51	79,634.35
St. Johns	5	7802-109	Widen Shoulders	15.0	St. Augustine to Duval Co. Line	James H. Cragg Construction Co.	12/50	3/51	7,347.59
St. Johns	S-210	7851-250	SBRM	5.7	Durbin to 5.75 mi. W.	L. L. Hall Construction Co.	5/51	2/52	138,329.69
St. Johns	S-210	7851-251	SBRM	5.7	S.R. 13 to 5.75 mi. E.	L. L. Hall Construction Co.	10/52	77%	115,724.00
St. Lucie	605	9404-102	RBST	0.2	500 ft. S. S.R. A1A to 500 ft. N. S.R. A1A	Brinson Construction Co.	8/50	1/51	9,474.66
St. Lucie	A1A	9406-106	RBST	0.2	S.R. 5 to F.E.C. R.R.	Brinson Construction Co.	8/50	1/51	8,852.78
St. Lucie	5	9401-302	Asp.-Cone	2.0	Indian River Co. Line to 2 mi. S.	Powell Bros.	10/50	7/51	16,937.78
St. Lucie	707	9410-102	RBST	13.9	Martin Co. Line to Fort Pierce	Troup	12/50	6/51	111,876.82
St. Lucie	68	9407-107	RBST	10.0	Range 38/39 Line to Fort Pierce	S. F. McKenzie	11/50	12/51	100,458.72
St. Lucie	707	9410-103	Asp.-Cone	0.4	Ave. "C" to Causeway Drive	S. F. McKenzie	3/51	9/51	7,593.38
St. Lucie	A1A	9405-108	Fish Walk		Fishing Walk on Indian Bridge	Ryan Construction Co.	9/51	9/51	10,319.87

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Perce.t Com-pleted	Cost (Contract or Estimated)
St. Lucie.....	707	9410-104	Asp.-Cone.....	0.3	End Job 9410-102 to S.R. 5 in Fort Pierce.....	Jaxon Construction Co.....	9/51	9/51	4,743.72
St. Lucie.....	707	9410-105	Asp.-Cone.....		Ave. "E" to Causeway Drive.....	Jaxon Construction Co.....	9/51	11/51	13,899.11
St. Lucie.....	A1A	9451-250	RBST.....	5.5	N. Causeway at Fort Pierce to Indian River Co. Line	J. D. Manly Construction Co.....	11/50	10/51	94,202.67
St. Lucie.....	S-609	9452-150	RBST.....	5.0	S.R. 70 to S.R. 68.....	Brinson Construction Co.....	9/51	4/52	160,535.51
St. Lucie.....	S-609	9452-151	Remove Spoil.....		S.R. 70 to S.R. 68.....	S. F. McKenzie.....	8/51	2/52	12,539.70
St. Lucie.....	S-609	9452-152	Retreatment.....	5.1	S.R. 70 to S.R. 68.....	Brinson Construction Co.....	3/52	4/52	19,470.69
St. Lucie.....	S-712	9453-150	Bridge and Approaches.....	165 ft.	St. Lucie River Bridge.....	S. F. McKenzie.....	3/52	11/52	28,096.00
St. Lucie.....	S-712-A	9454-150	Bridge and Approaches.....	120 ft.	2nd Bridge S. of S.R. 20.....	S. F. McKenzie.....	3/52	11/52	28,752.00
St. Lucie.....	S-712-A	9454-151	Bridge and Approaches.....	135 ft.	1st Bridge S. of S.R. 20.....	S. F. McKenzie.....	3/52	11/52	18,140.00
St. Lucie.....	S-607	9455-150	Bridge and Approaches.....	75 ft.	1st Bridge S. of Angle Road.....	S. F. McKenzie.....	3/52	11/52	23,609.00
St. Lucie.....	S-607	9455-151	Bridge and Approaches.....	105 ft.	1st Bridge N. of Angle Road.....	S. F. McKenzie.....	3/52	11/52	17,106.00
St. Lucie.....	S-607	9455-152	Bridge and Approaches.....	45 ft.	Belcher Canal Bridge on Kings Highway.....	Bunnell-L. Corp.....	9/52	12/52	12,282.00
Santa Rosa.....	10	5801-209	Bridges.....	700 ft.	Bridges No. 2 and 7.....	Scott Construction Co.....	11/50	11/51	260,238.96
Santa Rosa.....	10	5801-208	Widen-Overbuild.....	9.2	Okaloosa Co. Line to End of Sand Clay Base.....	Faulk & Coleman.....	6/51	5/52	351,657.74
Santa Rosa.....	89	5806-151	Sidewalk.....		Sidewalk in Jay.....	State Forces.....	2/52	5/52	5,654.21
Santa Rosa.....	10	5801-210	Bridges.....	2900 ft.	Bridges No. 5 and 6.....	Scott Construction Co.....	11/51	97%	1,087,971.00
Santa Rosa.....	S-182	5852-151	SCST.....	10.9	Chumuckla to Allentown.....	Smith Engineering & Construction Co.....	6/51	6/51	32,325.31
Santa Rosa.....	S-191	5851-250	SCST.....	11.0	Munson to Alabama State Line.....	A. B. Covell.....	12/50	9/52	264,669.20
Santa Rosa.....	S-182	5852-152	Ditch Pave.....		Chumuckla to Allentown.....	State Forces.....	4/51	1/52	12,462.68
Santa Rosa.....	S-191	5856-150	SBRM.....	2.7	S.R. 30 to Beach and E. and W. along Beach.....	Smith Engineering & Construction Co.....	9/52	14%	79,365.00
Santa Rosa.....	S-191	5857-150	SBRM.....	4.0	S.R. 30 to Beach and E. and W. along Beach.....	Smith Engineering & Construction Co.....	9/52	2%	119,335.00
Sarasota.....	683	1712-102	Retread.....	4.3	Sarasota to Manatee Co. Line.....	Marion Construction Co.....	7/50	7/51	445,377.99
Sarasota.....	72	1707-103	SBRM.....	5.0	DeSoto Co. Line to 5 mi. W.....	L. L. Hall Construction Co.....	5/50	8/51	173,151.08
Sarasota.....	45	1701-203	Rework-Widen.....	13.0	Myakka River to Venice.....	J. W. Conner & Sons.....	8/51	11/51	419,207.28
Sarasota.....	45	1701-106	Bridge.....	55 ft.	Bridge No. 9.....	Ryan Construction Co.....	12/50	2/51	12,877.69
Sarasota.....		1700-102	RBST.....	4.0	Myakka River State Park Roads.....	L. L. Hall Construction Co.....	6/50	1/51	6,388.19
Sarasota.....	780	1703-107	Rework-Widen.....	0.9	Ringling Causeway.....	State Forces.....	2/52	3/52	53,789.08
Sarasota.....		1700-103	Seawall.....		Seawall at Ringling Home.....	Geo. E. Bunnell.....	4/52	9/52	43,372.28
Sarasota.....		1712-103	Signals.....		S.A.L. R.R. near Sarasota.....	S.A.L. R.R.....	7/52	8/52	5,359.00
Sarasota.....	683-A	1713-101	Rework-Widen.....	1.5	S.R. 45 to S.R. 683.....	Cone Bros. Construction Co.....	11/52	77%	31,779.00
Sarasota.....	S-789-A	1751-150	Paving.....	2.7	S.R. 789 W. and N. to S.R. 789 in Siesta Key.....	MacAsphalt Corp.....	6/51	6/51	31,273.08
Sarasota.....	S-782	1753-250	SBRM.....	6.6	S.R. 45 to S.R. 72.....	J. W. Conner & Sons.....	5/51	5/52	175,483.00
Sarasota.....	S-683	1754-150	Rework-Widen.....	2.0	33rd St. and Lockwood Ridge Road.....	Burton-Walker Construction Co.....	10/52	83%	23,230.00
Seminole.....	46	7704-201	Bridge and Approaches.....	0.9	Lake Jessup Bridge and Approach.....	Polk Construction Co.....	8/49	3/51	191,022.92
Seminole.....	46	7703-104	Retread.....	3.5	Wekiva River to Wilson's Corner.....	Polk Construction Co.....	12/50	3/51	14,441.44
Seminole.....	436	7708-105	Signals.....		A.C.L. R.R. at Altamonte Springs.....	A.C.L. R.R.....	5/52	5/52	129.25
Seminole.....	S-425	7751-180	SBRM.....	14.5	Orange Co. Line to Sanford.....	Polk Construction Co.....	12/50	2/51	51,619.67
Seminole.....	S-425	7752-150	SBRM.....	0.9	Country Club Road to S.R. 46.....	Hubbard Construction Co.....	5/51	1/52	49,000.11
Seminole.....	S-15	7753-150	Retread.....	1.5	S.R. 46 to S.R. 15 and 600.....	Hubbard Construction Co.....	1/52	2/52	13,183.38
Seminole.....	S-13	7755-150	Retread.....	1.6	Brunley's Corner to Econchahatchee Creek.....	Hubbard Construction Co.....	2/52	2/52	44,533.64
Sumter.....	476	1810-101	RBST.....	9.2	Hernando Co. Line to Bushnell.....	J. W. Conner & Sons.....	2/50	6/51	313,182.36
Sumter.....	476	1810-102	Bridge.....	210 ft.	Withlacoochee River Bridge.....	Fairchild-Florida Corp.....	10/50	8/51	59,231.96
Sumter.....	476	1810-103	Retrofitment.....	9.0	Hernando Co. Line to Bushnell.....	J. W. Conner & Sons.....	4/51	6/51	30,421.44
Sumter.....	50	1806-202	Asp.-Cone.....	0.3	S.R. 50 to Lake Co. Line.....	Cone Bros. Construction Co.....	8/50	2/52	37,487.76
Sumter.....	50	1802-201	Asp.-Cone.....	5.7	Tarrytown to S.R. 469.....	Cone Bros. Construction Co.....	8/50	2/52	292,308.00
Sumter.....	50	1802-301	OF and Approaches.....	0.5	S.A.L. R.R. at Mabel.....	Cone Bros. Construction Co.....	8/50	2/52	128,664.69
Sumter.....	50	1803-107	Asp.-Cone.....	4.1	Hernando Co. Line to Tarrytown.....	Cone Bros. Construction Co.....	9/51	7/52	464,469.10
Sumter.....	50	1803-108	Bridge.....	250 ft.	Little Withlacoochee River Bridge.....	Dunn Contracting Co.....	12/51	6/52	62,620.23
Sumter.....	50	1802-202	Asp.-Cone.....	6.1	Tarrytown to S.R. 469.....	A. F. Rich Co.....	4/52	5/52	33,327.85

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Sumter	50	1806-203	Asp.-Cone.	0.3	S.R. 469 to Lake Co. Line	A. F. Rich Co.	4/52	5/52	1,761.98
Sumter	471	1803-150	Signals.		A.C.L. R.R. in Webster	A.C.L. R.R.	10/52	10/52	314.57
Sumter	48	1806-105	Bridge	322 ft.	Woods Landing Bridge	Fairechild-Florida Corp.	5/52	12/52	133,613.00
Sumter	35	1801-305	Signals.		A.C.L. R.R. at Catherine	A.C.L. R.R.	7/52	8/52	6,100.00
Sumter	470	1809-350	Signals.		S.A.L. R.R. W. of Sumterville	S.A.L. R.R.	7/52	7/52	6,915.00
Sumter	S-466	1851-150	RBST	7.3	Oxford to Marion Co. Line	Marion Construction Co.	3/50	1/51	161,078.92
Sumter	S-466	1851-350	Signals.		S.A.L. R.R. at Oxford	S.A.L. R.R.	12/51	12/51	9,300.00
Sumter	S-466	1851-151	Grade	3.3	Oxford to Lake Co. Line	Polk Construction Co.	2/52	7/52	60,807.70
Sumter	S-466-A	1853-250	RBST	5.3	Wildwood to Lake Co. Line	J. D. Manly Construction Co.	7/52	79%	171,757.00
Suwannee	49	3707-103	Resurface	2.8	Gilchrist Co. Line to S.R. 20	MacAsphalt Corp.	7/51	8/51	13,830.87
Suwannee	10	3701-201	Widen-Resurface	11.5	Madison Co. Line to Live Oak	Jaxon Construction Co.	5/50	11/52	381,667.00
Suwannee	S-249	3751-250	RBST	11.4	Live Oak to Nobles Ferry	Fairechild-Florida Corp.	5/51	6/52	191,965.48
Taylor	20	3803-201	RBST	8.0	Fen holloway to Lafayette Co. Line	J. H. Craggs Construction Co.	12/49	2/51	453,902.26
Taylor	30	3809-104	Grade	11.5	Blue Springs to Aucilla River	Faulk & Coleman	12/49	2/51	247,664.15
Taylor	30	3809-105	Bridge and Culvert		Blue Springs to Aucilla River	L. L. Hall Construction Co.	1/51	5/52	61,304.34
Taylor	20	3802-201	Bridges	468 ft.	Bridges No. 27, 28, 29, 30, 31, 32, and 33	Scott Construction Co.	1/52	12/52	166,088.00
Taylor	55	3801-203	Bridges	352 ft.	Bridges No. 20, 21, 22, 23, and 24	Scott Construction Co.	8/51	12/52	92,698.00
Taylor	30	3809-106	RBST	11.5	Aucilla River to Blue Springs	J. H. Craggs Construction Co.	7/51	12/52	624,401.00
Taylor	S-361	3851-150	RBST	4.0	Perry to 4.3 mi. N.	Caddell & Jackson	1/51	12/51	69,108.04
Taylor	S-361	3854-150	RBST	1.0	Adams Beach to S.R. 361	Caddell & Jackson	11/50	1/52	15,947.36
Taylor	S-356	3852-150	RBST	3.7	Perry to 3.2 mi. E.	Caddell & Jackson	11/50	11/51	81,190.35
Taylor	S-356	3853-150	RBST	2.0	Perry to 1.85 mi. W.	Caddell & Jackson	11/50	12/51	33,537.24
Taylor	S-14	3856-250	RBST	7.2	Eridi to S.R. 55	Caddell & Jackson	8/51	12/51	89,383.83
Taylor	S-356	3855-150	RBST	1.5	S.R. 30 to S.R. 20	J. H. Craggs Construction Co.	9/52	74%	19,011.00
Taylor	S-361	3857-150	RBST	1.8	Secoton to S.R. 55	J. H. Craggs Construction Co.	9/52	74%	23,627.00
Taylor	S-361	3859-150	SBRM	4.0	Fish Creek to Keaton Beach	Faulk & Coleman	9/52	72%	126,533.00
Taylor	S-361-A	3858-150	SBRM	4.0	Fen holloway River to 4 mi. S.	J. H. Craggs Construction Co.	9/52	74%	49,944.00
Union	241	3906-103	SBRM	0.5	Alachua Co. Line to S.R. 18	J. A. Benton Construction Co.	3/50	6/51	40,668.52
Union	100	3901-301	Signals		A.C.L. R.R. in Lake Butler	A.C.L. R.R.	3/51	3/51	7,678.19
Union		3900-101	RBST	0.7	Streets in Lake Butler	Jaxon Construction Co.	9/51	2/52	55,045.77
Union	23	3902-105	RBST	0.9	Proctor St. in Lake Butler	Jaxon Construction Co.	9/51	2/52	18,895.24
Union	S-245	3950-150	RBST	0.8	S.R. 238 to Columbia Co. Line	Duval Engineering & Contracting Co.	5/50	5/51	16,209.12
Union	S-229	3951-250	RBST	2.4	Bradford Co. Line to Raiford	Glen G. Searing Co.	9/50	3/51	40,620.72
Union	S-231	3953-102	Bridge	125 ft.	Between Lake Butler and Baker Co. Line	Scott Construction Co.	2/51	11/51	14,737.67
Union	S-231	3952-250	RBST	2.1	3.106 mi. N. Bradford Co. Line to Lake Butler	V. E. Whitehurst & Sons	3/51	2/52	37,608.25
Union	S-231	3952-150	RBST	3.0	Bradford Co. Line N. 3.106 mi.	J. D. Manly Construction Co.	9/51	7/52	55,491.11
Union	S-231	3953-101	RBST	8.7	Lake Butler to Baker Co. Line	W. H. Armstrong Co., Inc.	1/51	10/52	137,412.00
Union	S-229	3951-251	RBST	6.7	Raiford to Baker Co. Line	W. L. Cobb Construction Co.	11/52	25%	130,695.00
Volusia	5	7903-207	RBAC	3.0	Bay St. to FA 60-A	W. L. Cobb Construction Co.	9/50	12/51	1,070,451.83
Volusia	46	7902-201	SBRM	0.1	Lake Jessup Bridge to Seminole Co. Line	Polk Construction Co.	8/49	3/51	24,428.45
Volusia	40	7907-201	Grade	10.6	16 mi. E. DeLand to F.E.C. R.R. in New Smyrna	H. E. Wolfe Construction Co.	4/50	7/51	396,131.24
Volusia	15	7904-203	RBAC	0.8	N. Limits DeLand to 0.827 mi. N.	W. L. Cobb Construction Co.	1/51	12/51	316,408.84
Volusia	600	7906-107	Canal		Cypress Swamp to Tomoka Swamp	State Forces	4/50	3/51	23,821.12
Volusia	16	7905-202	RBAC	0.2	S.R. 600 to 0.175 mi. N.	W. L. Cobb Construction Co.	1/51	12/51	55,761.95
Volusia	600	7906-109	RBAC	0.3	Intersection S.R. 600 and 15 to 0.283 mi. E.	W. L. Cobb Construction Co.	1/51	12/51	25,343.73
Volusia		7900-103	SBRM		Parking Area at Tomoka State Park	J. D. Manly Construction Co.	3/51	3/51	5,439.93
Volusia	15	7904-111	Surfacing	1.3	S. Limits DeLand to 1.272 mi. S.	W. L. Cobb Construction Co.	9/51	11/51	31,690.76
Volusia	40	7917-101	Bridge	0.3	Bridge at New Smyrna Beach	Cleary Bros. Construction Co.	7/51	97%	755,184.00



Information Station at Hilliard.

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY
JANUARY 1, 1951, THROUGH DECEMBER 31, 1952

County	S. R. No.	Job No.	Type of Construction	Length Miles or Feet	Location	Construction Agency	Date Started	Date or Percent Completed	Cost (Contract or Estimated)
Volusia.....	306	7915-102	Bridge.....	1080 ft.	Halifax River Bridges.....	Cleary Bros. Construction Co.....	8/52	10%	907,932.00
Volusia.....	S-415	7951-150	RBAC.....	4.9	Herbert St. to 11th St. on Canal Road.....	W. L. Cobb Construction Co.....	2/51	9/51	161,349.65
Wakulla.....	59	5908-101	SBRM.....	10-5	St. Marks Lighthouse to Newport.....	A. F. Rich Co.....	5/51	9/51	162,662.57
Wakulla.....		5900-106	SCST.....	1.0	S.R. 30 to 0.9 mi. W. in St. Marks.....	State Forces.....	2/52	6/52	9,944.77
Wakulla.....	30	5911-103	Bridge and Approaches.....	0.3	St. Marks River Bridge at Newport.....	Scott Construction Co.....	6/52	11%	306,788.00
Wakulla.....	30	5911-102	SBRM.....	6.0	Newport to Jefferson Co. Line.....	Faulk & Coleman.....	2/51	98%	166,775.00
Wakulla.....	30	5911-104	Fencing.....	6.0	Jefferson Co. Line to 6 mi. W.....	A. F. Rich Co.....	10/52	67%	19,684.00
Wakulla.....	S-372-A	5954-150	SCST.....	1.8	Otter Creek to S.R. 30 at Panacea.....	State Forces.....	10/50	10/51	11,369.95
Wakulla.....	S-372	5951-101	Fencing.....	2.0	Sopchoppy to Surf.....	Faulk & Coleman.....	9/51	12/51	18,095.00
Wakulla.....		5950-150	.....	.....	Courthouse Grounds in Crawfordville.....	Faulk & Coleman.....	9/51	7/52	20,567.63
Wakulla.....	S-367	5955-102	SBRM.....	4.6	Shell Point to S.R. 365.....	Faulk & Coleman.....	9/51	8/52	69,805.01
Wakulla.....	S-372	5951-150	SBRM.....	11.6	Sopchoppy to Mash's Island via Surf.....	Faulk & Coleman.....	12/50	9/52	437,093.08
Wakulla.....	S-375-A	5953-106	SCST.....	1.2	S.R. 375 to S.R. 377 in Sopchoppy.....	State Forces.....	10/51	6/52	9,000.00
Wakulla.....	S-372-A	5954-151	Retread.....	1.6	Otter Lake to S.R. 30 at Panacea.....	State Forces.....	10/52	5%	6,568.00
Walton.....	30	6002-201	Bridges.....	200 ft.	Bridges No. 57, 58, 59, 60, and 61.....	A. B. Covell.....	8/50	9/51	42,324.66
Walton.....	593	6017-104	Bridge and Surfacing.....	3.3	End of Pavement to Ionia.....	A. B. Covell.....	11/50	4/51	32,975.85
Walton.....	30	6002-108	Detour Bridge.....	60 ft.	Detour Bridge for Job 6002-201.....	State Forces.....	8/50	10/51	18,031.10
Walton.....	83	6005-104	Retread.....	15.8	Freeport to DeFuniak Springs.....	Georgia-Alabama Paving Co.....	9/51	12/51	97,291.23
Walton.....	187	6006-105	Retread.....	21.4	S.R. 10 to Alabama State Line.....	Georgia-Alabama Paving Co.....	9/51	12/51	131,059.87
Walton.....	20	6003-107	Retread.....	12.3	Freeport to Bruce.....	Coggins & Deermont.....	9/51	4/52	95,832.23
Walton.....	10	6001-107	Wayside Park.....	0.2	Near DeFuniak Springs.....	State Forces.....	1/52	8/52	14,728.38
Walton.....	83	6007-104	SCST.....	0.2	S.R. 10 to DeFuniak Springs to 0.2 mi. N.....	State Forces.....	3/52	11/52	20,000.00
Walton.....	S-2-A	6051-151	Bridge.....	525 ft.	Over Turkey Creek and Caney's Creek.....	Coggins & Deermont.....	4/51	11/51	75,273.40
Walton.....	S-2	6052-250	SCST.....	5.0	Jackson's Still to S.R. 83.....	A. B. Covell.....	2/51	10/52	132,033.31
Walton.....	S-183-A	6057-250	SCST.....	4.0	S.R. 83 to 4 mi. E.....	A. B. Covell.....	9/52	69%	106,840.00
Walton.....	S-183	6057-251	SCST.....	1.0	Job 6057-250 to Pleasant Hill.....	A. B. Covell.....	9/52	79%	45,979.00
Walton.....	S-393	6053-151	SBRM.....	4.5	S.R. 30 to Gulf and along Gulf.....	A. B. Covell.....	10/51	11/52	175,295.00
Washington.....	10	6101-111	SBRM.....	0.9	Through Chipley.....	Coggins & Deermont.....	10/51	7/52	209,433.28
Washington.....		6100-107	SBRM.....	.....	Access Road to Chipley Armory.....	Coggins & Deermont.....	10/51	7/52	51,524.29
Washington.....	10	6101-106	Bridge.....	2501 ft.	Choctawhatchee River Bridge.....	Goodwyn & Murphree.....	3/51	12/52	422,320.00
Washington.....	10	6101-205	Bridge.....	1300 ft.	Holmes & Alligator Creek Bridges.....	C. T. Felix.....	3/51	12/52	209,378.00
Washington.....		6100-108	SCST.....	0.5	Access Road to Experiment Station.....	State Forces.....	4/52	12/52	5,000.00
Washington.....	77	6108-109	Widen-Resurface.....	15.3	Bay Co. Line to Wausau.....	A. F. Rich Co.....	4/52	68%	495,900.00
Washington.....	77	6108-111	Wayside Park.....	.....	At Blue Pond 3 mi. S. of Chipley.....	State Forces.....	6/52	12/52	10,500.00
Washington.....	S-284	6152-150	Bridge.....	615 ft.	Holmes Creek Bridge and Approaches.....	A. B. Covell.....	8/50	3/51	65,019.28
Washington.....	S-280	6153-102	Widen-Bridge.....	891 ft.	Holmes and Open Creek Bridges.....	C. T. Felix.....	3/51	5/51	39,769.24
Washington.....	S-273	6151-151	Sprigging.....	4.5	Gilbert's Mill to Orange Hill.....	L. W. Malone Contracting Co.....	4/51	5/51	4,407.01
Washington.....	S-284	6152-152	SCST.....	3.5	Holmes Creek Bridge to Job 6152-250.....	Coggins & Deermont.....	7/51	11/51	64,460.97
Washington.....	S-284	6152-250	SCST.....	5.0	Hinson's Crossroad to 5 mi. S.....	Coggins & Deermont.....	1/51	11/51	97,928.01
Washington.....	S-280	6153-103	Sprigging.....	4.5	S.R. 70 to S.R. 277.....	L. W. Malone Contracting Co.....	5/51	5/51	3,507.80
Washington.....	S-279	6154-150	SCST.....	0.2	S.R. 10 to L. & N. R.R. in Caryville.....	State Forces.....	4/51	7/51	2,461.88
Washington.....	S-284	6152-153	Shoulders.....	8.2	Holmes Creek to Hinson's Crossroad.....	State Forces.....	12/51	12/51	2,214.66
Washington.....	S-277	6155-150	SCST.....	1.9	Otto Brock's Place to S.R. 79.....	Coggins & Deermont.....	1/52	7/52	67,987.72
Washington.....	S-273	6156-150	SCST.....	3.8	S.R. 77 in Chipley to Jackson Co. Line.....	Coggins & Deermont.....	4/52	11/52	119,938.00
Washington.....	S-273	6156-151	SCST.....	1.3	Chipley to 1.25 mi. N.W.....	Coggins & Deermont.....	4/52	11/52	32,425.00



Wayside Park at Bahia Honda Bridge.

STATEMENT OF MAINTENANCE AND CONSTRUCTION COST BY DISTRICTS
AS OF DECEMBER 31, 1952

	MAINTAINED LENGTH		MAINTENANCE COST			CONSTRUCTION COST								TOTAL BY STATE AND OTHER AGENCIES
						STATE EXPENDITURES				TOTAL TO DATE BY SOURCE OF FUNDS				
	Total Miles	Bridge Feet, inc.	1951	1952	TOTAL TO DATE	1951	1952	State	Federal	County	Total			
PRIMARY														
First District.....	1,995.567	109,419	\$ 1,903,827.04	\$ 1,991,130.90	\$19,360,857.11	\$10,624,889.39	\$ 9,286,561.13	\$75,599,097.95	\$18,651,578.59	\$ 455,721.89	\$94,706,398.43	\$40,415,857.24	\$135,122,255.67	
Second District.....	1,976.824	73,871	1,712,665.78	2,144,099.37	18,788,774.85	11,088,759.37	19,041,880.12	85,910,914.66	16,397,561.74	5,347,060.22	107,655,536.62	16,320,414.13	123,975,950.75	
Third District.....	2,222,086	175,147	1,833,598.28	1,990,255.51	24,388,647.86	6,951,906.44	6,881,060.13	70,014,424.12	16,031,087.23	6,410,723.78	92,456,235.13	8,423,926.80	100,880,161.93	
Fourth District.....	1,319,934	164,614	2,336,225.12	2,273,574.32	21,027,006.21	6,519,497.39	6,018,560.69	62,629,428.12	16,751,815.90	660,887.93	80,042,131.95	33,225,858.54	113,267,990.49	
Fifth District.....	2,179,134	87,102	1,655,746.13	1,782,424.05	22,356,571.53	8,942,877.75	5,511,815.93	67,368,278.82	19,131,647.19	3,175,922.13	89,675,848.14	30,088,207.90	119,764,056.04	
State Total.....	9,693.565	610,153	\$ 9,440,062.35	\$10,181,484.15	\$105,921,857.56	\$44,127,930.34	\$46,739,878.00	\$361,522,143.67	\$86,963,690.65	\$16,050,315.95	\$464,536,150.27	\$128,474,264.61	\$593,010,414.88	
SECONDARY														
First District.....	365.614	6,155	\$ 68,289.59	\$ 154,554.34	\$ 254,075.63	\$ 3,002,152.39	\$ 2,955,873.88	\$ 6,131,310.66	\$ 1,249,835.92	\$.	\$ 7,381,146.58	\$.	\$ 7,381,146.58	
Second District.....	401.616	2,794	244,391.67	116,223.54	462,176.33	2,844,435.47	2,965,449.25	6,986,752.22	868,621.48	7,855,373.70	.....	.....	7,855,373.70	
Third District.....	438.015	10,252	115,856.24	159,990.06	297,869.14	3,467,149.42	4,133,243.46	10,025,474.98	1,113,299.69	.....	11,138,774.67	.....	11,138,774.67	
Fourth District.....	155.691	6,327	42,072.76	44,322.01	95,801.56	3,612,142.22	2,796,891.96	6,999,223.75	836,304.51	.....	7,835,528.26	.....	7,835,528.26	
Fifth District.....	210.584	2,115	33,499.36	51,813.85	88,954.08	1,563,941.65	1,237,882.24	3,603,821.74	381,432.71	.....	3,985,254.45	.....	3,985,254.45	
State Total.....	1,571.520	27,643	\$ 504,089.62	\$ 526,903.80	\$ 1,108,876.74	\$14,489,821.15	\$14,119,340.79	\$33,746,583.35	\$ 4,449,494.31	\$.	\$38,196,077.66	\$.	\$38,196,077.66	
PRIMARY AND SECONDARY														
First District.....	2,361.201	115,574	\$ 1,972,096.63	\$ 2,145,685.24	\$19,614,932.74	\$13,627,041.78	\$12,242,435.01	\$81,730,408.61	\$19,901,414.51	\$ 455,721.89	\$102,087,545.01	\$40,415,857.24	\$142,503,402.25	
Second District.....	2,378.440	76,665	1,957,057.45	2,260,322.91	19,250,951.18	13,933,194.84	22,037,329.37	92,897,666.88	17,266,183.22	5,347,060.22	115,510,910.32	16,320,414.13	131,831,324.45	
Third District.....	2,660.101	185,399	1,949,454.52	2,150,245.57	24,686,517.00	10,419,055.86	11,014,303.59	80,039,899.10	17,144,386.92	6,410,723.78	103,595,009.80	8,423,926.80	112,018,936.60	
Fourth District.....	1,475.625	170,941	2,378,297.88	2,317,896.33	21,122,807.77	10,131,(39.61	8,815,452.65	69,628,651.87	17,588,120.41	660,887.93	87,877,660.21	33,225,858.54	121,103,518.75	
Fifth District.....	2,389.718	89,217	1,687,245.49	1,834,237.90	22,445,525.61	10,506,819.40	6,749,698.17	70,972,100.56	19,513,079.90	3,175,922.13	93,661,102.59	30,088,207.90	123,749,310.49	
State Total.....	11,265.085	637,796	\$ 9,944,151.97	\$10,708,387.95	\$107,120,734.30	\$58,617,751.49	\$60,859,218.79	\$395,268,727.02	\$91,413,184.96	\$16,050,315.95	\$502,732,227.93	\$128,474,264.61	\$631,206,492.54	

AUDITOR'S OFFICE
STATE ROAD DEPARTMENT OF FLORIDA
TALLAHASSEE, FLORIDA

The Financial status and operations of the Department for the 1951-1952 biennium appear under the following exhibits and schedules:

EXHIBIT "A" — Financial Statement of all funds December 31, 1951.

EXHIBIT "B" — Financial Statement of all funds December 31, 1952.

SCHEDULE 1 — Statistical Statement of sources and amounts of revenue from October, 1915 to December 31, 1952.

SCHEDULE 2 — Statement of encumbrances to December 31, 1952. (Operating Costs)

SCHEDULE 3 — General Cash Statement. Receipts and Disbursements by months, and funds for the year 1951.

SCHEDULE 4 — General Cash Statement. Receipts and disbursements by months, and funds for the year 1952.

SCHEDULE 5 — County Gas Tax Surplus, Cash Statement. Receipts and Disbursements by counties to December 31, 1952.

SCHEDULE 6 — County 7th Cent Gas Tax, Cash Statement. Receipts and Disbursements to December 31, 1952.

SCHEDULE 7 — Statement of Road and Bridge Lease-Purchase Agreements to December 31, 1952.

SCHEDULE 8 — Statistical Statement of construction and maintenance costs from October, 1915 to December 31, 1952.

The following schedule shows the dollar volume handled by the Auditing Department during the 1951-52 biennium as compared to the biennium of 1949-50, and the cost of operating the Auditing Department during the same periods:

	Auditing Department					
	Volume	% Incr.	Operating Cost	% Incr.	Average Employees	% Incr.
1949-50	82,561,628.02		315,941.75		43	
1951-52	148,975,535.69	80.44	435,773.92	37.93	50	16.28

This shows that while the volume increased 80.44%, the cost of operating the Auditing Department increased only 37.93% and the personnel increased 16.28%.

The Auditing Department has plans completed to preprint payrolls and salary requisitions for all salaried employees beginning with the January, 1953 payrolls. This plan has been formulated in conjunction with the Office of the State Comptroller to coordinate the procedures affecting the two departments.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET—DECEMBER 31, 1951

EXHIBIT A

** NOTE—The figures here shown indicate accumulated historic investments by the department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

** NOTE.—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1951, as per Schedule I.	\$602,619,981.29
Earned Revenues Uncollected.....	1,812,031.44
LESS:	
Funds in Trust.....	\$45,566,018.60
Free Surplus, December 31, 1951.....	5,096,821.85Cr.40,469,196.75
	\$563,009,815.08

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
BALANCE SHEET—DECEMBER 31, 1952

EXHIBIT B

ASSETS		LIABILITIES	
CASH—CURRENT		ACCOUNTS PAYABLE—CURRENT	
State Road License and Miscellaneous Funds.....	\$ 859,995.76	General Obligations.....	\$ 167,469.36
Outdoor Advertising Fund.....	85,095.71	Contractor's Retainage and Estimates.....	7,025,824.36
Truck Weight Inspection and Regulation Fund.....	155,999.70	F.S.I.C. Bond Requirements.....	.00
State Trust Fund.....	35,000.00		\$7,193,293.72
CASH IN TRUST FOR SPECIFIED EXPENDITURES		ADVANCES PAYABLE	
Under Article IX, Section 16, of the Constitution.....	\$6,661,235.92	Federal Bureau of Public Roads.....	1,000,000.00
Florida State Improvement Commission County Bond Funds and Volusia County Bridge Fund.....	21,768,200.20		
Under Chapter 26321, Acts of 1949.....	3,522,288.65		
Federal Trust Account.....	.00		
Cancelled Warrant Reserve.....	39,310.33		
Overseas Road and Toll Bridge District—Toll Fund.....	.00		
Ocean Highway and Port Authority—Toll Fund.....	.00		
Santa Rosa Island Authority—Toll Fund.....	1,810.66		
RECEIVABLES EARNED		PLEDGES FOR SPECIFIED EXPENDITURES	
Due from Public Roads Administration			
For Work Completed.....	\$ 422,951.89	Under Article IX, Section 16, of the Constitution.....	\$6,661,235.92
For Work Under Way.....	1,512,707.01	Florida State Improvement Commission County Bond Funds and Volusia County Bridge Fund.....	21,768,200.20
Due from Ocean Highway and Port Authority—Deferred.....	448,191.25	Under Chapter 26321, Acts of 1949.....	3,522,288.65
CAPITAL INVESTMENT		Federal Trust Account.....	.00
**Construction of General Highway System.....	\$614,198,431.56	Cancelled Warrant Reserve.....	39,310.33
Less—Amount of Future Payments in connection with existing Bridge and Road Purchase Agreements:		Overseas Road and Toll Bridge District—Toll Fund.....	.00
Bridges and Toll Roads.....	\$16,283,770.00	Ocean Highway and Port Authority—Toll Fund.....	.00
F.S.I.C. Roads and Bridges.....	94,198,012.86	Santa Rosa Island Authority—Toll Fund.....	1,810.66
			31,992,845.76
CAPITAL EXPENSE		FREE SURPLUS (A Deficit)	
Maintenance and Traffic.....	\$109,133,162.90	Accounts and Advances Payable in Excess of Unrestricted Cash and Federal Receivables.....	5,121,743.65CR
Division of Traffic and Planning.....	1,961,370.74	Accounts Receivable from Ocean Highway and Port Authority—Deferred.....	448,191.25
Research Program.....	10,000.00		
General Administrative Expense.....	4,049,826.30		
MISCELLANEOUS			
State Planning Board.....	\$ 171,781.93		
Division of Airways.....	125,002.04		
Florida Highway Advisory Committee.....	6,721.45		
Division of Outdoor Advertising.....	287,665.89		
Audit State Road Department.....	66,714.43		
Special County Audit—1941.....	51,215.47		
Funds Diverted to General Revenue:			
Years 1928 to 1932, inclusive.....	\$1,285,598.88		
Years 1942 to 1952, inclusive (Under Chapter 20890, Acts of 1941).....	6,804,304.12	**CAPITAL SURPLUS.....	639,770,925.59
			\$675,283,712.67

** NOTE—The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

** NOTE—The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenue Collected to December 31, 1952, as per Schedule I.....	\$664,706,568.80
Earned Revenues Uncollected.....	2,383,850.15
LESS:	
Funds in Trust.....	\$31,992,845.76
Free Surplus, December 31, 1952.....	4,673,352.40CR 27,319,493.36
	639,770,925.59

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATISTICAL STATEMENT SHOWING REVENUES FROM THE SEVERAL TAX FUNDS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT
OCTOBER, 1915, TO DECEMBER 31, 1952

SCHEDULE 1

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	
	15% and 5% General Administrative and Auto License	State Tax Ad Valorem	Federal Government	Gasoline Inspection and Road Maintenance Fund	Gasoline 1c, 2c, 3c, and 4c	Counties, Cities, and Miscellaneous Revenue	Second Gas Tax and County Gas Tax Surplus	County 7th Cent Gas Tax	Toll Revenues	Florida State Improvement Commission and Volusia County Bond Funds	Total
November and December 1915	\$ 3,646.90	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$ 3,646.90
1916	30,246.23										30,246.23
1917	21,139.42										21,139.42
1918	278,464.42	175,842.11	9,972.55			238.79					21,678.21
1919	349,478.45	290,532.41	11,759.19			11,111.22					475,390.30
1920	499,500.00	694,814.77	209,060.84	17,850.32		71,157.76					722,927.81
1921	671,534.91	643,373.16	490,300.38	55,824.74	228,056.41	111,708.76					1,660,546.42
1922	1,074,352.71	396,200.19	842,965.84	80,803.14	601,336.71	580,716.92					2,200,806.36
1923	1,394,528.58	427,243.17	820,053.74	91,884.70	1,261,845.08	515,988.35					3,576,381.51
1924	1,688,697.87	424,392.88	1,071,287.64	196,327.06	2,448,855.49	879,219.83					4,511,553.62
1925	2,171,495.80	505,109.94	1,080,574.24	249,308.01	4,355,634.61	1,689,856.43					6,708,780.17
1926	4,713,662.91	524,426.09	1,007,481.16	410,842.46	8,636,358.93	614,137.61					10,351,979.03
1927	5,625,631.31	132,566.97	1,688,401.62	388,688.75	8,243,218.18	4,426,113.03					15,906,912.16
1928	5,429,539.97	4,646.30	872,513.91		6,770,508.10	3,053,105.82					19,403,095.86
1929	3,162,721.91	122.38	520,766.72		5,855,384.80	1,629,700.42					14,130,117.10
1930	3,376,477.03	283.16	1,230,264.44		4,527,699.10	840,555.08					11,462,764.79
1931	3,242,397.78	147.92	2,831,801.33		5,572,259.67	384,858.21					9,975,218.89
1932	927.85	1,711.97	6,350,235.99		6,350,235.99	113,988.45					12,031,470.91
1933	2,055.62	3.37	3,392,169.80		6,082,535.31	140,557.17					7,200,697.39
1934		5.73	5,956,613.21		6,990,935.43	167,318.07					9,597,410.76
1935		99	2,538,674.80		7,656,742.47	53,915.27					13,154,872.41
1936		3.25	4,355,421.11		8,539,279.15	5,567.07					10,298,333.53
1937		24.35	3,070,182.52		9,478,380.79	37,069.91					12,900,270.88
1938		.04	1,968,711.70		9,771,785.53	375,338.82	698,672.33				12,585,657.57
1939		.05	2,975,513.95		10,423,741.85	203,646.66	2,593,429.82				12,814,508.42
1940		.40	2,561,733.39		11,540,956.72	103,021.70	2,640,806.45				16,196,332.33
1941			1,996,813.36		14,006,948.49	3,704.49	3,831,094.01				16,853,518.26
1942			2,578,868.02		10,498,070.19	50,879.98	1,214,596.62				19,838,560.75
1943		.20	5,110,180.56		11,545,557.87	43,556.26	549,318.98				14,342,415.17
1944			6,314,924.83		12,377,431.56	77,055.65	842,393.58				17,248,613.87
1945			1,390,512.18		14,563,291.98	111,615.18	1,107,359.23				19,614,803.62
1946			1,416,195.26		20,507,036.27	319,710.19	3,212,607.43				17,172,778.57
1947		32,519.61	3,926,657.71		23,374,844.59	298,209.00	3,291,228.35				25,455,549.15
1948			4,882,805.95		25,402,567.61	436,852.87	4,120,026.19				30,923,459.26
1949			4,098,503.97		27,541,817.48	245,407.87	4,742,725.87	462,714.28	6,770.50		43,034,903.46
1950			4,628,239.09		31,194,684.53	403,724.21	6,195,930.99	5,989,460.75	25,102.06	en. 307,311.06	36,790,628.91
1951			9,628,816.43		34,264,319.85	616,203.61	7,328,760.60	6,629,109.40	3,305,473.61	74,807,390.19	16,843,070.02
1952			6,752,210.23		37,943,236.09	541,461.04	8,816,857.94	7,416,171.18	1,127,426.12	en. 510,775.00	78,615,753.52
Total Cash Balance December 31, 1952	\$31,267,121.68	\$4,219,755.85	\$93,065,562.54	\$1,491,529.18	\$388,536,029.88	\$19,390,640.66	\$51,185,808.75	\$20,497,455.61	\$4,464,772.29	\$50,587,892.36	\$664,706,568.80
*Total Receipts—November 1915 to December 1952	31,267,121.68	4,219,755.85	93,065,562.54	1,491,529.18	387,683,522.05	19,102,746.99	44,524,572.83	16,975,166.96	4,462,961.63	28,819,692.16	631,612,631.87
Balance					\$ 852,507.83	\$ 287,893.67	\$ 6,661,235.92	\$ 3,522,288.65	\$ 1,810.66	\$ 21,768,200.20	\$33,063,936.93
Revenue December 31, 1952											35,000.00
**Balance in State Trust Fund—Net											\$33,128,936.93

(1) General Administrative Fund November, 1915, to December 31, 1921, inclusive—15% of Net Receipts from sale of Auto License was allotted for Salaries of Chairman and Members, also for maintaining General Office, effective January 1, 1922, this was reduced to 5%; July 1, 1931, receipts went to School Fund. Auto License Fund years 1918 to 1921, inclusive—85% of net receipts from sale of Auto License was allotted Counties, but turned over to this Department for Disbursement. Proportion allowed each county was on percentage basis, using Tax Valuation as basis. This manner of handling was changed in 1922 as follows: All Receipts pooled, from Pool actual expense of getting out tags was deducted. The net was then divided—25% remitted to Counties direct, 5% allowed for General Office Maintenance, and 70% for Construction of Roads, July 1, 1931, receipts from Motor Vehicle License Fund were turned over to School Fund.

(2) Ad Valorem Tax on Real and Personal Property for Road Purposes. This Tax was repealed by Legislative Session 1927.

(3) Amount received from Federal Government. This does not represent the amount allotted but is amount actually paid in, including Grants and Flood Claims, and \$1,239,569.50 paid in 1944 by the United States as their share of cost of Gandy Bridge.

(4) Effective 1921, an Inspection Tax of 18c per gallon was imposed on Gasoline sold within the State, total revenue \$1,051,527.78. Road Maintenance Fund represents proportion allowed as net receipts from sale of Auto Registration Certificates. Total Revenue \$440,001.40. No Revenue from these sources since the year 1927.

(5) Effective 1921, a tax of 1c per gallon was imposed on Gasoline; July, 1923, this was increased to 2c; July, 1925, increased to 3c; July, 1929, reduced to 2c; July 1, 1931, increased to 3c; and January 1, 1943, increased to 4c. In addition to the first 3c effective July 1, 1941, this fund includes surplus, in excess of County Gasoline Receipts for the year 1938, in the amount of \$1,640,738.05. This fund also receives Gasoline Dealers License after deducting expenses.

(6) Paid in by Counties, Cities, Railroads, and Columbia County Bonds as contribution on Roads constructed or to be constructed. Also includes receipts of Outdoor Advertising Fund; Interest on Investments; Holmes and Wash-

ington County Maintenance Funds; Broward County Contribution to Construction of Andrews Avenue Bridge; Amount of warrants cancelled due to being over six months old; Truck Weight and Inspection Fees; Holland Building Replacement Fund.

(7) Amount received under Second and Third Provisions of Second Gasoline Tax (Chapter 15659, Acts of 1931 Legislative Session) and Second Gas Tax under Provisions of Chapter 19279, Acts of 1939, Legislative Session \$7,911,907.42. Amount received under County Gas Tax Surplus (Chapter 20302, Acts of 1941, Legislative Session and Article IX, Section 16, of the Constitution), \$43,273,001.33.

(8) Amount received under County 7th Cent Gas Tax—Secondary Roads Assistance (Chapter 26321, Acts of 1949, Legislative Session).

(9) Toll Revenues from operation of Overseas Road and Toll Bridge District; Santa Rosa Island Authority; Ocean Highway and Port Authority. Revenue for the year of 1951, includes \$2,407,313.74 collected from 1946 to 1950, inclusive, by Overseas Road and Toll Bridge District.

(10) Funds received from sale of Florida State Improvement Commission and Volusia County Bonds; Interest on invested construction funds; Cancelled warrants over six months old.

* The above Receipts and Disbursements include \$8,249,903.00 of Funds Diverted to General Revenue. \$1,385,598.88 was from 1928 to 1932, inclusive, \$6,864,394.12 was from 1942 to 1952, inclusive, under Chapter 20890, Acts of 1941.

** State Trust Fund is derived from sale of Miscellaneous Items credited to State Projects affected.

† This balance is made up of balances in Outdoor Advertising Fund; Holmes County Maintenance Fund; Cancelled warrants over six months old; Broward County Bond Reserve; Truck Weight Inspection Fund.

‡ These Receipts and Disbursements have been adjusted in the amount of \$6,180,475.32 paid into Florida State Improvement Commission and Volusia County Bond Sinking Funds.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
ENCUMBRANCES TO DECEMBER 31, 1952

SCHEDULE 2

	NET TO JANUARY 1, 1951		ENCUMBRANCES—1951		ENCUMBRANCES—1952		NET TO DATE	
	Debit	Credit	Debit	Credit	Debit	Credit	Debit	Credit
Construction of Roads.....	\$384,239,678.42*	\$.....	\$58,617,751.49	\$.....	\$60,859,218.79	\$.....	\$503,716,648.70	\$.....
Maintenance and Traffic.....	86,468,194.38		9,278,649.43		9,845,224.92		105,592,068.73	
Maintenance of Toll Roads.....	1,452,580.70†		665,502.54		863,163.03		2,981,246.27	
Special Maintenance—County Roads.....	414,099.09		69,412.98		76,335.83		559,847.90	
General Administrative Expense.....			1,812,435.71		2,237,390.59		4,040,826.30	
Division of Traffic and Planning.....	1,961,370.74		396,752.93	396,752.93	297,560.58	297,560.58	1,961,370.74	
Truck Weight Inspection.....			39,950.03	39,950.03	103,519.40	103,519.40		
Workmen's Compensation.....			106,251.62	106,251.62	117,824.46	117,824.46		
Division of Outdoor Advertising.....	287,665.89		46,691.61	46,691.61	49,785.32	49,785.32	287,665.89	
Audit of State Road Department.....	66,714.43		21,091.62	21,091.62	12,055.64	12,055.64	66,714.43	
Geological Survey.....			11,933.50	11,933.50	10,000.00	10,000.00		
Cost of Equipment and Buildings.....	6,017,961.99		1,267,832.09		793,758.39		8,079,552.47	
Inventories and Undistributed Items.....	2,405,855.45		931,065.77		500,933.62		3,837,854.84	
Accounts Receivable.....	60,288.97		9,886.07				46,669.61	23,505.43
State Trust Fund.....	35,000.00		575,511.74‡		618,132.31‡			35,000.00
Research Program.....	10,000.00		21,838.01	21,838.01			19,774.49	10,000.00
State Defense Council.....			20,000.00	20,000.00				
Engineering Survey.....					146,875.00	146,875.00		
Special Traffic Survey.....			44,097.03	44,097.03	161,442.09	161,442.09		
State Planning Board.....	171,781.93							171,781.93
Division of Airways.....	125,002.04							125,002.04
Florida Highway Advisory Committee.....	6,721.45							6,721.45
Special County Audit—1941.....	51,215.47							51,215.47
Gross Encumbrances—Current Years.....	\$.....		\$73,228,047.82	\$.....	\$75,747,487.87	\$.....	\$.....	\$.....
Less—Miscellaneous Sales, etc. (Refunds).....			575,511.74		618,132.31			
Net Encumbrances.....	\$483,774,130.95	\$.....	\$72,652,530.08	\$.....	\$75,129,355.56	\$.....	\$631,556,022.59	\$.....
General Revenue (Funds diverted and handling charges).....	6,541,284.07		1,029,864.88		678,754.05		8,249,903.00	
Total.....	\$490,315,415.02	\$.....	\$73,682,400.96	\$.....	\$75,808,109.61	\$.....	\$639,805,925.59	\$.....

* Adjusted for Overseas Road and Toll Bridge District charges of \$984,420.77 for years 1946 to 1950, inclusive.

† Maintenance of Overseas Road and Toll Bridge District for years 1946 to 1950, inclusive.

‡ Miscellaneous sales deposited in State Road License Fund and Trust Accounts \$1,193,644.05.

§ Of this amount, Funds diverted \$1,385,598.88; handling charges on Gasoline Funds under Chapter 20890, Acts of 1941, \$6,864,304.12.

**STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1951**

SCHEDULE 3

RECEIPTS FOR	State and Federal Trust Accounts	County Gas Tax Surplus	County 7th Cent Gas Tax	Gasoline License and Other Funds*	Outdoor Advertising Fund	Holmes County Maintenance Fund	Florida State Improvement Commission and Volusia County Bond Funds	Overseas Road and Bridge District; Santa Rosa Island Authority; Fernandina Port Authority; Toll Funds	Total
Balance—December 31, 1950.....	\$ 35,000.00	\$ 3,910,678.57	\$ 3,857,941.53	\$ 901,837.18	\$ 48,949.73	\$ 9,623.14	\$ 6,241,793.56	\$.00	\$15,005,823.71
January 1951.....		523,148.98	551,901.47	3,428,284.45	4,343.33	5,000.00			4,512,678.23
February 1951.....		618,664.08	592,257.66	3,533,145.86	2,728.62	5,000.00			4,751,796.22
March 1951.....		680,913.31	574,401.22	3,762,937.03	1,710.18	5,000.00			5,034,414.55
April 1951.....		655,937.86	633,448.26	4,164,700.21	1,062.82	5,000.00	1,250.00	13,167.59	5,474,566.74
May 1951.....		749,078.52	548,726.83	4,449,252.27	1,192.58	5,000.00			5,764,410.10
June 1951.....		612,759.28	545,226.69	3,854,105.18	1,271.56	5,000.00	63,109.89	13,003.28	5,094,475.88
July 1951.....		606,322.16	540,320.96	3,780,203.05	430.12	5,000.00	1,862,391.99	18,112.39	6,818,780.67
August 1951.....		599,507.99	524,729.68	3,750,168.53	151.30	5,000.00			4,902,591.47
September 1951.....		568,437.48	531,960.52	2,751,001.39	14,211.14	5,000.00			3,888,901.92
October 1951.....		3,846,018.94	577,985.10	484,694.81	2,598,757.49	23,316.95	5,000.00	19,018,203.94	667,537.68
November 1951.....		534,939.28	504,800.02	565,211.74	3,304,129.28	6,700.83	5,000.00		27,221,514.91
December 1951.....		694,370.67	631,145.82	536,229.56	2,958,743.92	7,389.95	5,000.00		62,400.55
									2,507,839.28†
									7,340,719.20
TOTALS.....	\$ 5,110,328.89	\$11,230,439.17	\$10,487,050.93	\$43,243,265.84	\$ 113,459.11	\$ 69,623.14	\$27,186,749.38‡	\$ 3,343,998.84	\$100,793,915.30
DISBURSEMENTS									
January 1951.....	\$ 622,840.42	\$ 301,196.88	\$ 932,689.03	\$ 3,651.04	\$ 4,531.14	\$ 110,241.40	\$		\$ 1,975,149.91
February 1951.....		194,428.28	7,168.75	3,316,722.47	3,595.17	4,342.55	1,847,897.55		5,374,154.77
March 1951.....		484,475.15	318,830.83	4,436,122.55	4,170.06	5,046.47	354,927.24	6,616.15	5,610,188.45
April 1951.....		2,720,909.32	2,170,072.43	387,911.77	3,994.07	4,797.64	469,241.10	8,542.16	5,765,468.49
May 1951.....		473,225.50	701,527.65	5,034,173.25	3,399.12	5,117.68	484,849.05	6,025.94	6,708,318.19
June 1951.....		327,909.23	452,101.65	8,706,306.81	3,695.05	4,444.99	632,283.69	14,063.03	10,200,804.45
July 1951.....		407,147.69	619,159.51	1,606,770.56	3,798.96	6,690.78	423,419.23	13,356.51	3,080,343.24
August 1951.....		401,515.57	275,090.08	5,731,420.13	3,851.05	5,776.05	376,609.47	12,216.78	6,806,479.13
September 1951.....		306,039.55	457,810.09	2,506,096.30	4,874.32	6,804.32	562,077.98	10,564.15	3,914,266.71
October 1951.....		2,995,344.48	409,119.79	378,130.82	3,384,644.73	3,631.65	5,722.19	14,172,436.70	669,185.27
November 1951.....		1,385,613.74	652,123.16	773,519.97	2,778,908.67	3,459.51	5,676.96	891,646.94	22,018,215.63
December 1951.....		694,370.67	510,373.35	774,898.19	3,526,416.72	4,030.91	5,429.80	873,202.01	6,570,942.79
									8,899,519.47
TOTALS.....	\$ 5,075,328.89	\$ 7,510,107.01	\$ 7,229,506.85	\$42,468,182.99‡	\$ 46,150.91	\$ 64,380.57	\$21,198,832.36§	\$ 3,331,361.65	\$86,923,851.23
Balance—December 31, 1951.....	\$ 35,000.00	\$ 3,729,332.16	\$ 3,257,544.08	\$ 775,082.85	\$ 67,308.20	\$ 5,242.57	\$ 5,987,917.02	\$ 12,637.19	\$13,870,064.07
Current Investments—U.S. Treasury Bonds.....									32,555,353.13
									\$46,425,417.20
Total Cash and Current Investments.....									

* Gasoline License Fund and Truck Weight Inspection and Regulation Fund.

† Includes Receipts and Disbursements of \$2,437,001.47 for Overseas Road and Bridge District for years 1946 to 1950 inclusive.

‡ \$1,029,864.88 of this amount diverted under Chapter 20890, Acts of 1941.

§ \$2,077,764.74 of this amount was transfers from Investments.

§ \$12,115,262.67 of this amount was invested in U.S. Treasury Bonds.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT—DECEMBER 31, 1952

SCHEDULE 4

RECEIPTS FOR	State and Federal Trust Accounts	County Gas Tax Surplus	County 7th Cent Gas Tax	Gasoline License and Other Funds*	Outdoor Advertising Fund	Holmes County Maintenance Fund	Florida State Improvement Commission and Volusia County Bond Funds	Overseas Road and Bridge District; Santa Rosa Island Authority; Ocean Highway and Port Authority; Toll Funds	Total
Balance—December 31, 1951.....	\$ 35,000.00	\$ 3,729,332.16	\$ 3,257,544.08	\$ 775,082.85	\$ 67,308.20	\$ 5,242.57	\$ 5,987,917.02	\$ 12,637.19	\$13,870,064.07
January 1952.....		589,540.99	624,377.25	3,265,282.74	5,884.48	9,485.70	1,067,301.45	93,034.23	5,654,906.84
February 1952.....	445,288.05	741,174.33	659,137.00	3,423,136.46	2,801.96	5,000.00	2,096,461.45	106,785.59	7,479,784.84
March 1952.....	573,903.13	812,484.84	688,695.22	3,573,757.38	1,049.76	5,000.00	3,337,091.92	127,846.04	9,119,828.29
April 1952.....	33,291.11	862,308.43	692,814.27	3,786,069.13	935.38	5,000.00	2,132.50	111,489.79	5,494,040.61
May 1952.....	5,655.17	868,762.50	646,302.87	3,894,100.86	879.62	5,000.00	1,203,315.99	93,008.26	6,717,025.27
June 1952.....	1,705,530.03	791,660.00	614,388.14	3,316,425.68	1,244.00	6,008.75	1,015,488.02	83,962.91	7,534,707.53
July 1952.....	111,478.28	741,119.31	582,048.67	3,577,821.36	731.74	5,000.00	1,180,693.98	108,666.73	6,307,560.07
August 1952.....	58,993.00	690,793.11	594,225.83	3,436,375.71	611.34	5,000.00	1,996,005.70	108,691.83	6,890,696.52
September 1952.....	10,958.90	710,400.44	577,765.01	2,990,426.99	19,734.62	5,000.00	200,793.36	101,249.81	4,616,389.13
October 1952.....	42,611.23	683,456.21	546,143.23	3,550,542.06	20,314.72	5,000.00	1,982,536.14	68,134.47	6,898,738.48
November 1952.....	5,116.99	631,312.53	584,220.32	3,558,230.88	10,710.78	10,000.00	508,888.34	67,879.26	5,376,359.10
December 1952.....		693,785.25	606,053.37	4,264,715.29	2,380.36	10,000.00	1,394,293.58	75,152.20	7,046,380.05
TOTALS.....	\$ 3,027,826.31	\$12,546,190.10	\$10,673,715.26	\$43,411,967.39	\$ 134,586.96	\$ 80,737.02	\$21,972,919.45	\$ 1,158,538.31	\$93,006,480.80
DISBURSEMENTS									
January 1952.....	\$.	\$ 538,814.90	\$ 150,141.21	\$ 3,197,483.69	\$ 4,191.74	\$ 9,563.55	\$ 767,791.63	\$ 90,285.44	\$ 4,758,272.16
February 1952.....		438,601.63	545,609.90	863,711.51	2,761,923.05	4,739.48	5,331.35	1,414,500.60	102,658.57
March 1952.....		578,122.02	361,453.39	464,671.19	3,820,356.48	4,056.71	5,686.82	1,821,240.90	132,643.42
April 1952.....			279,291.29	359,314.33	4,348,297.84	3,501.89	4,356.53	1,708,698.70	112,552.56
May 1952.....				649,836.80	945,902.53	2,765,472.16	3,309.53	5,231.09	2,147,371.95
June 1952.....				443,942.04	614,420.40	4,188,640.25	3,899.47	8,317.71	2,105,082.20
July 1952.....				430,786.98	626,140.99	3,530,530.77	4,349.80	5,301.06	1,458,368.87
August 1952.....				170,471.28	452,313.92	687,610.84	3,205,372.17	4,086.59	5,096.57
September 1952.....					781,342.52	3,005,694.06	5,027.78	5,277.13	1,419,749.21
October 1952.....					361,626.69	460,309.01	4,091.63	4,286.40	1,440,091.21
November 1952.....					877,995.81	652,338.06	3,301,583.97	4,225.24	9,906.53
December 1952.....					454,330.21	545,524.02	5,070,892.00	3,963.39	6,851.18
TOTALS.....	\$ 2,992,826.31	\$ 5,884,954.18	\$ 7,151,426.61	\$42,362,240.70	\$ 49,443.25	\$ 75,205.92	\$18,495,599.85	\$ 1,156,727.65	\$78,168,424.47
Balance—December 31, 1952.....	\$ 35,000.00	\$ 6,661,235.92	\$ 3,522,288.65	\$ 1,049,726.69	\$ 85,143.71	\$ 5,531.10	\$ 3,477,319.60	\$ 1,810.66	\$14,838,056.33
Current Investments—U.S. Treasury Bonds.....									18,290,880.60
Total Cash and Current Investments.....									\$33,128,936.93

* Gasoline License Fund; Truck Weight Inspection and Regulation Fund; Reserve for Land Purchases, Reserve Broward County Bond Fund; Holland Building Replacement Fund.

† \$678,754.05 of this amount diverted under Chapter 20890, Acts of 1941.

‡ \$14,531,103.13 of this amount represents adjustments, and transfers from Investments.

§ \$266,630.60 of this amount transferred to Investments.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY GAS TAX SURPLUS—ARTICLE IX, SECTION 16, OF THE CONSTITUTION
CASH STATEMENT JANUARY 1, 1951, TO DECEMBER 31, 1952

SCHEDULE 5

COUNTY	Balance December 31, 1950	1 9 5 1		1 9 5 2		Balance December 31, 1952
		Receipts	Disbursements	Receipts	Disbursements	
		\$	\$	\$	\$	
Alachua	\$ 56,830.98	69,575.23	113,949.65	\$ 100,116.88	\$ 100,116.88	\$ 87,146.60
Baker	97,478.55	140,703.08	238,181.63	139,539.17	139,539.17	43,098.22
Bay	34,292.96	41,229.83	59,945.07	47,994.81	20,474.31	318,387.87
Bradford	260,916.40	141,928.79	246,457.43	162,000.11	26,200.22	286,977.75
Broward		172,382.61	127,220.59	268,015.95	26,200.22	
Calhoun		64,545.91	64,545.91	69,722.13	69,722.13	
Citrus	60,185.16	50,328.46	21,869.76	53,016.06	37,312.50	104,347.32
Clay	72,388.99	77,202.70	96,989.76	90,531.20	62,511.65	80,629.48
Collier	502,806.33	239,994.14	337,951.68	296,459.47	42,404.18	628,904.08
Columbia	25,235.19	110,545.70	40,481.85	120,001.86	39,075.22	179,446.67
Dade	294,457.14	751,529.50	332,480.70	954,465.55	465,280.89	1,199,490.10
De Soto	95,350.46	46,431.02	70,755.70	57,305.72	20,410.02	107,921.48
Dixie	22,975.84	81,812.84	90,015.59	88,193.23	102,966.32	
Duval	460,726.58	600,203.02	917,080.17	649,158.59	792,403.02	
Escambia	25,739.96	359,721.84	385,461.80	397,886.03	397,886.03	
Flagler		62,037.25	55,250.29	68,909.61	37,764.08	38,456.49
Franklin	50,368.69	89,054.13	52,809.05	94,903.72	94,480.87	87,036.62
Gadsden	83,967.44	130,060.05	116,799.82	141,200.35	84,028.01	154,400.01
Gilchrist	55,398.22	41,060.55	58,448.31	45,467.55	69,864.70	14,237.31
Glades		79,567.67	99,791.60	96,639.29	78,815.45	97,391.51
Gulf		69,276.64	69,276.64	75,540.86	75,540.86	
Hamilton	82,513.33	72,040.45	98,362.51	77,279.73	110,007.33	23,462.67
Hendry	55,539.44	102,274.37	50,310.96	112,635.00	39,507.09	180,630.76
Highlands	16,641.75	125,880.01	142,522.66	171,926.52	146,083.10	25,843.42
Holmes	64,683.21	70,120.55	135,103.76	75,869.64	75,869.64	
Indian River	62,525.55	37,266.05	99,791.60	56,119.08	56,119.08	
Jackson		153,238.48	122,111.94	163,746.94	97,016.74	99,856.74
Jefferson	180,087.31	103,966.03	112,089.50	111,480.98	83,139.83	283,444.82
Lafayette	53,441.36	66,791.10	102,731.08	72,554.18	6,915.73	
Lake	84,427.61	110,462.24	168,374.11	198,369.87	12,354.37	212,531.24
Lee	115,939.87	112,294.40	171,740.28	168,250.75	150,875.28	73,869.46
Leon		105,918.13	99,555.90	134,915.12	141,277.35	
Levy	24,859.34	106,465.15	130,654.34	16,143.91	245,834.93	
Liberty	65,191.35	78,581.95	79,940.78	86,168.48	117,389.71	32,605.29
Madison	73,605.41	79,829.44	123,628.76	111,145.42	140,951.51	
Manatee		85,493.09	85,493.09	116,554.31	40,972.96	75,581.35
Monroe		253,868.01	253,868.01	302,730.79	302,730.79	
Nassau	92,319.62	65,956.75	137,936.37	75,470.60	51,238.10	44,572.50
Okaloosa	22,380.18	119,195.87	48,737.17	178,288.90	208,723.00	62,404.78
Okeechobee		66,390.62	66,390.62	78,519.23	78,519.23	
Osceola	198,565.20	148,066.42	223,495.77	170,513.68	59,054.95	234,594.58
Palm Beach	7,518.45	469,792.05	477,310.50	519,113.29	519,113.29	
Pasco				57,320.59	57,320.59	
Polk	101,065.50	277,999.36	147,111.92	299,863.20		531,816.14
St. Johns		72,476.41		124,608.89		197,085.30
St. Lucie	113,374.65	64,473.83	132,494.09	77,910.64	86,578.18	36,686.85
Santa Rosa	59,997.24	143,886.03	140,945.32	148,748.86		211,686.81
Seminole	40,934.29	45,305.80	53,558.77	56,065.21		88,746.53
Sumter	32,821.81	76,436.50	17,565.36	83,937.46	50,557.17	125,075.24
Suwannee		95,463.62	88,459.89	112,603.97	59,537.61	60,070.09
Taylor	138,201.53	143,945.10	169,550.55	159,392.78	51,706.76	220,276.10
Union	24,925.67	27,682.98	39,598.39	34,652.67		47,662.93
Volusia		107,895.88	197,895.88	239,215.88	130,361.79	108,854.09
Wakulla		55,259.33	55,259.33	62,509.35	62,509.35	
Walton		96,262.67	96,262.67	108,505.85	105,249.79	3,256.06
Washington		75,134.07	75,134.07	80,250.07	80,250.07	
TOTAL	\$ 3,910,678.57	\$ 7,328,760.60	\$ 7,510,107.01	\$ 8,816,857.94	\$ 5,884,954.18	\$ 6,661,235.92

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
COUNTY 7th CENT GAS TAX—CHAPTER No. 26321, ACTS OF 1949
CASH STATEMENT JANUARY 1, 1951 TO DECEMBER 31, 1952

SCHEDULE 6

COUNTY	Balance December 31, 1950	1 9 5 1		1 9 5 2		Balance December 31, 1952
		Receipts	Disbursements	Receipts	Disbursements	
		\$	\$	\$	\$	
Alachua		\$ 137,183.31	\$ 137,183.31	\$ 156,607.27	\$ 143,809.24	\$ 12,798.03
Baker	25,622.40	31,546.60	52,315.79	34,826.34	9,312.20	30,367.35
Bay	11,155.30	120,370.20	131,525.50	131,332.97	120,600.37	10,732.60
Bradford	34,356.69	38,967.35	46,164.14	43,036.04	64,498.83	5,697.11
Brevard	80,053.60	96,290.81	22,735.14	107,667.98	183,711.97	77,565.28
Broward	83,958.69	143,706.29	107,271.37	167,664.80	96,914.35	191,144.06
Calhoun	24,450.98	31,139.43	46,306.65	34,136.61	40,630.71	2,789.66
Charlotte	60,331.41	63,155.71	91,992.18	70,364.63	96,109.34	5,750.23
Citrus	4,437.19	49,257.45	31,554.07	54,924.15	46,727.50	30,337.22
Clay	31,209.76	53,465.55	64,750.46	60,434.37	70,659.68	9,699.54
Collier	87,868.78	117,896.57	163,064.59	132,015.25	93,224.07	81,491.94
Columbia	56,380.82	63,890.21	108,308.45	70,557.42	76,694.01	5,765.99
Dade	428,806.45	501,399.60	625,738.61	594,754.66	495,490.45	403,731.65
De Soto	1,254.23	50,374.21	33,643.43	56,607.61	38,983.36	35,609.26
Dixie	29,083.60	38,293.30	62,831.63	42,160.94	43,260.79	3,445.42
Duval	246,074.33	390,386.16	308,791.83	426,192.51	472,294.50	281,566.07
Escambia	145,114.95	176,812.58	321,927.53	192,434.81	176,708.94	15,725.87
Flagler	27,644.50	32,418.28	24,381.20	36,354.08	61,587.47	10,448.19
Franklin	38,656.44	41,981.16	33,374.47	45,676.20	84,420.86	8,518.47
Gadsden	31,690.64	60,400.75	83,787.72	67,027.35	62,992.15	12,338.87
Gilchrist	2,567.82	21,124.58	1,912.58	23,390.61	41,266.46	3,903.97
Glades	38,950.79	42,657.66	50,462.92	47,530.23	30,658.18	48,017.58
Gulf	29,444.74	33,894.82	63,339.56	37,548.10	34,479.65	3,068.45
Hamilton	4,942.67	32,906.44	30,481.76	36,250.25	39,178.74	4,438.86
Hardee	34,159.95	55,971.47	90,131.42	62,458.99	57,354.81	5,104.18
Hendry	57,746.97	59,236.43	110,797.45	66,211.59	54,536.47	17,861.07
Hernando	41,534.13	41,534.13	12,106.05	46,373.33	72,011.76	3,789.65
Highlands	76,670.39	76,670.39	83,765.64	74,935.65	8,829.99	
Hillsborough	193,382.96	312,298.64	465,737.86	347,432.80	358,984.15	28,392.39
Holmes	29,069.37	37,932.26	67,901.63	41,159.75	37,796.16	3,363.59
Indian River	35,368.15	49,238.04	84,606.19	55,302.39	50,783.05	4,519.34
Jackson	57,762.33	70,597.64	86,981.39	76,490.41	111,618.15	6,250.84
Jefferson	38,770.02	48,290.80	39,745.18	53,003.40	81,497.86	18,821.18
Lafayette	15,743.36	31,893.68	17,694.79	35,211.99	62,276.70	2,877.54
Lake	14,256.14	188,123.48	114,952.03	211,064.24	74,236.27	224,255.56
Lee	94,161.05	96,576.95	178,761.79	106,251.48	103,720.25	14,507.44
Leon	72,038.75	94,052.97	80,815.00	107,727.29	184,800.48	8,803.53
Levy	42,872.83	97,731.00	13,349.58	108,839.73	215,037.16	20,656.82
Liberty	27,097.94	37,626.37	29,537.53	41,856.89	64,872.41	13,061.26
Madison	50,855.17	53,588.11	96,296.41	58,387.50	43,501.64	22,530.73
Manatee	63,400.01	112,151.12	175,591.13	126,000.76	76,976.95	49,023.81
Marion	165,114.50	165,114.50	165,114.50	183,105.25	108,141.79	14,903.46
Martin	45,350.61	59,723.17	94,891.75	66,908.69	29,290.23	47,800.49
Monroe	133,704.16	154,110.09	108,314.15	174,472.85	250,587.62	103,385.33
Nassau	35,778.26	47,597.85	79,062.48	53,070.11	18,447.70	38,989.04
Okaloosa	46,761.20	74,800.54	102,724.69	86,094.33	91,113.49	13,817.89
Okeechobee	12,846.55	58,163.99	71,010.54	65,025.02	59,711.14	5,313.88
Orange	27,767.02	193,938.28	10,056.34	219,511.26	250,264.28	180,896.94
Osceola	103,083.33	110,298.29	14,124.99	122,885.98	97,316.23	224,826.38
Palm Beach	239,887.80	295,345.13	435,544.05	322,922.33	282,828.62	139,782.59
Pasco	51,308.30	97,332.98	148,641.28	110,033.71	101,041.70	8,991.01
Pinellas	34,659.84	248,977.12	187,186.18	278,150.93	100,148.15	274,453.36
Polk	149,099.60	253,966.30	130,929.43	279,550.35	410,225.06	141,441.76
Putnam	23,472.06	78,495.98	101,968.04	88,324.01	35,793.01	52,541.00
St. Johns	85,541.59	94,434.82	70,951.62	105,139.02	51,568.47	102,595.34
St. Lucie	51,183.25	60,535.46	97,073.78	69,059.38	73,415.35	10,288.96
Santa Rosa	2,950.39	70,038.64	59,008.15	77,088.16	7,591.56	16,407.78
Sarasota	85,643.84	93,830.50	154,904.50	100,607.46	41,807.42	89,369.79
Seminole	63,700.21	64,475.04	100,161.11	71,061.73	39,426.71	58,994.16
Sumter	16,019.05	71,122.57	7,724.28	78,811.65	145,479.95	12,649.04
Suwannee	54,213.39	57,214.14	96,888.29	62,481.26	43,391.50	33,593.00
Taylor	23,674.57	67,457.32	83,276.92	74,577.02	105,902.52	17,579.47
Union	23,675.76	31,945.08	47,282.75	36,198.33	36,249.58	8,286.84
Volusia	43,480.32	202,628.00	221,043.47	227,372.41	147,723.15	104,714.11
Wakulla	22,240.68	31,825.45	54,006.13	35,293.57	32,409.36	2,884.21
Walton	56,025.32	77,826.53	134,451.85	80,316.83	79,262.97	7,053.86
Washington	31,954.65	34,914.13	66,808.78	38,185.88	35,065.31	3,120.57
TOTALS	\$ 3,857,941.53	\$ 6,629,109.40	\$ 7,229,506.85	\$ 7,416,171.18	\$ 7,151,426.61	\$ 3,522,288.05

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT OF ROAD AND BRIDGE LEASE—PURCHASE AGREEMENTS
JANUARY 1, 1951, TO DECEMBER 31, 1952

SCHEDULE 7

COUNTY, CITY, OR DISTRICT	DESCRIPTION	Balance December 31, 1950	1 9 5 1		1 9 5 2		Balance December 31, 1952
			Principal & Interest to Maturity Additional Lease-Purchase Agreements	Payments to Sinking Funds	Principal & Interest to Maturity Additional Lease-Purchase Agreements	Payments to Sinking Funds	
BRIDGES AND TOLL ROADS							
City of Fort Lauderdale.....	Tenth Street Causeway.....	\$ 155,800.00	\$	\$ 9,520.00	\$	\$ 10,320.00	\$ 135,960.00
City of Fort Pierce.....	Indian River Bridge.....	69,920.00		7,220.00		7,020.00	55,680.00
City of St. Augustine.....	Bridge of Lions.....	255,000.00		34,000.00		34,000.00	187,000.00*
Calhoun County.....	Blountstown Bridge.....	602,200.00		31,500.00		30,900.00	539,800.00
Duval and Nassau Counties.....	Ocean Highway.....				8,947,000.00†	269,599.63	8,677,400.37
Escambia County.....	Pensacola Bay Bridge.....	1,457,746.00		104,783.50		135,887.50	1,217,075.00
Escambia County.....	Santa Rosa Island Bridge.....	2,089,144.51		73,082.01		78,934.43	1,937,128.07
Palm Beach County.....	Singer Island Bridge.....	711,560.00		41,530.00		41,780.00	628,250.00
Palm Beach County.....	Flagler Memorial Bridge.....	176,890.00		29,190.00		30,270.00	117,430.00
Palm Beach County.....	Lake Worth Bridge.....	47,880.00		8,680.00		8,400.00	30,800.00
Palm Beach County.....	Boynton Bridge.....	19,314.64		2,439.64		3,675.00	13,200.00
Palm Beach County.....	Boca Raton Bridge.....	27,937.50		4,100.00		3,950.00	19,887.50
Putnam County.....	Memorial Bridge.....	207,427.50		78,033.75		81,101.25	48,292.50
Volusia County.....	New Smyrna Beach Bridge.....		1,269,403.00	21,167.00		21,167.00	1,227,069.00
Volusia County.....	Ormond Beach Bridge.....				800,000.00		800,000.00
Walton County.....	Choctawhatchee Bay Bridge.....	262,560.00		32,840.00		32,880.00	196,840.00
Overseas Road and Toll Bridge District.....	Overseas Highway.....	1,683,533.90		563,948.73		667,627.61	451,957.56
	Total Bridges and Toll Roads.....	\$ 7,766,914.05	\$ 1,269,403.00	\$ 1,042,034.63	\$ 9,747,000.00	\$ 1,457,512.42	\$ 16,283,770.00
F.S.I.C. ROADS AND BRIDGES							
Broward County.....	Roads.....	\$ 128,804.43	\$	\$ 128,123.59	\$	\$ 680.84	\$
Calhoun County.....	Roads.....	412,345.86		64,947.51		60,077.36	287,320.99
Columbia County.....	Roads.....	701,757.00		37,382.00		117,185.83	547,189.17
Dixie County.....	Roads.....	515,584.00		37,949.00		37,705.00	439,930.00
Duval County.....	Jacksonville Expressway.....	46,042,375.16		761,215.64		738,034.40	44,543,125.12
Flagler County.....	Roads.....	344,618.76		55,917.09		24,103.85	264,597.82
Gilchrist County.....	Roads.....	282,288.00		17,063.00		31,134.42	234,090.58
Gulf County.....	Roads.....	396,649.77		69,504.84		57,262.77	269,882.16
Highlands County.....	Roads.....	174,604.68		100,607.60		71,512.74	2,484.34
Lee County.....	Roads.....	310,550.00		112,191.74		128,301.67	70,056.59
Leon County.....	Roads.....	577,016.00		99,486.00		80,392.39	397,137.61
Madison County.....	Roads.....	658,875.00		26,130.00		29,305.00	603,440.00
Palm Beach County.....	Roads and Bridges.....	4,490,167.56		387,683.37		449,719.68	3,652,764.51
Pinellas and Manatee Counties.....	Lower Tampa Bay Bridge.....		45,156,250.00	2,789,062.50†			42,367,187.50
Suwannee County.....	Roads.....	381,630.64		88,924.39		61,749.61	230,956.64
Wakulla County.....	Roads.....	394,140.00		44,722.45		61,567.72	287,849.83
	Total F.S.I.C. Roads and Bridges.....	\$ 55,811,406.86	\$ 45,156,250.00	\$ 4,820,910.72	\$	\$ 1,948,733.28	\$ 94,198,012.86
	Total Lease-Purchase Agreements.....	\$ 63,578,320.91	\$ 46,425,653.00	\$ 5,862,945.35	\$ 9,747,000.00	\$ 3,406,245.70	\$ 110,481,782.86

* Amount of State Primary Fund Liability \$187,000.00; future St. Johns County 80% Surplus Gas Tax Liability \$787,802.29.

† Refunding issue ratified October 7, 1952, \$8,855,000.00; Refunding agreement provided for payment of defaulted interest \$92,000.00.

‡ This payment made by Florida State Improvement Commission direct to State Board of Administration.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATISTICAL STATEMENT OF CONSTRUCTION AND MAINTENANCE COSTS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT
OCTOBER, 1915, TO DECEMBER 31, 1952

SCHEDULE 8

	Construction of Roads and Bridges	Maintenance of Roads and Bridges*	TOTAL
Year 1915.....	\$ 61,026.67	\$ 40,757.62	\$ 101,784.29
Year 1916.....	350,884.15	126,295.60	477,179.75
Year 1917.....	684,433.86	241,160.27	925,594.13
Year 1918.....	1,105,120.58	378,663.06	1,483,783.64
Year 1919.....	2,575,265.01	172,054.58	2,747,319.59
Year 1920.....	3,293,744.81	423,823.10	3,717,567.91
Year 1921.....	5,692,410.26	516,975.44	6,209,385.70
Year 1922.....	6,770,254.26	753,424.96	7,523,679.22
Year 1923.....	10,448,845.94	1,851,231.57	12,300,077.51
Year 1924.....	19,294,836.34	2,555,025.74	21,849,862.08
Year 1925.....	11,383,282.51	1,895,804.86	13,279,087.37
Year 1926.....	7,941,678.87	1,415,921.12	9,357,599.99
Year 1927.....	6,929,389.31	1,604,926.34	8,534,315.56
Year 1928.....	8,785,160.31	2,586,055.52	11,371,215.83
Year 1929.....	4,784,137.08	2,273,469.03	7,057,606.11
Year 1930.....	20,293,388.25†	2,801,955.65‡	23,095,343.90
Year 1931.....	9,287,943.54	3,569,846.32	12,857,789.86
Year 1932.....	7,650,467.99	3,702,047.02	11,352,515.01
Year 1933.....	9,664,736.28	4,341,152.99	14,005,889.27
Year 1934.....	7,665,828.32	3,577,098.10	11,242,926.42
Year 1935.....	6,056,929.36	3,015,808.46	9,072,737.82
Year 1936.....	10,768,950.22	3,256,951.43	14,025,901.65
Year 1937.....	12,662,271.25	4,176,638.37	16,838,909.62
Year 1938.....	11,560,160.91	3,845,764.98	15,405,925.89
Year 1939.....	9,085,907.64	2,843,899.75	11,929,807.39
Year 1940.....	11,682,484.10	2,903,123.80	14,585,607.90
Year 1941.....	13,369,583.47	3,197,769.43	16,567,352.90
Year 1942.....	9,138,007.96	3,714,095.81	12,852,103.77
Year 1943.....	13,770,912.29	4,544,560.15	18,315,472.44
Year 1944.....	43,261,081.04‡	4,631,926.38CR‡	38,629,154.66
Year 1945.....	33,344,680.32	8,404,102.73	41,748,783.05
Year 1946.....	24,334,555.01	7,739,726.64	32,074,281.65
Year 1947.....	39,556,899.74	9,044,089.41	48,600,989.15
Year 1948.....	59,602,172.26‡	11,466,145.65**	71,068,317.91
Year 1949.....	60,859,218.79	10,784,723.78	71,643,942.57
TOTALS.....	\$ 503,716,648.70	\$ 109,133,162.90	\$ 612,849,811.60

* Maintenance of Primary Roads; Secondary Roads; Toll Roads; and Special Maintenance in Holmes and Washington Counties.

† Includes prior years cost of \$10,011,964.91.

‡ Includes prior years cost of \$898,985.80.

§ \$10,121,587.89 prior years Maintenance Cost transferred to Construction.

× Includes prior years Construction Cost for Overseas Road and Toll Bridge District of \$984,420.77.

** Includes prior years Maintenance Cost for Overseas Road and Toll Bridge District \$1,452,580.70.

